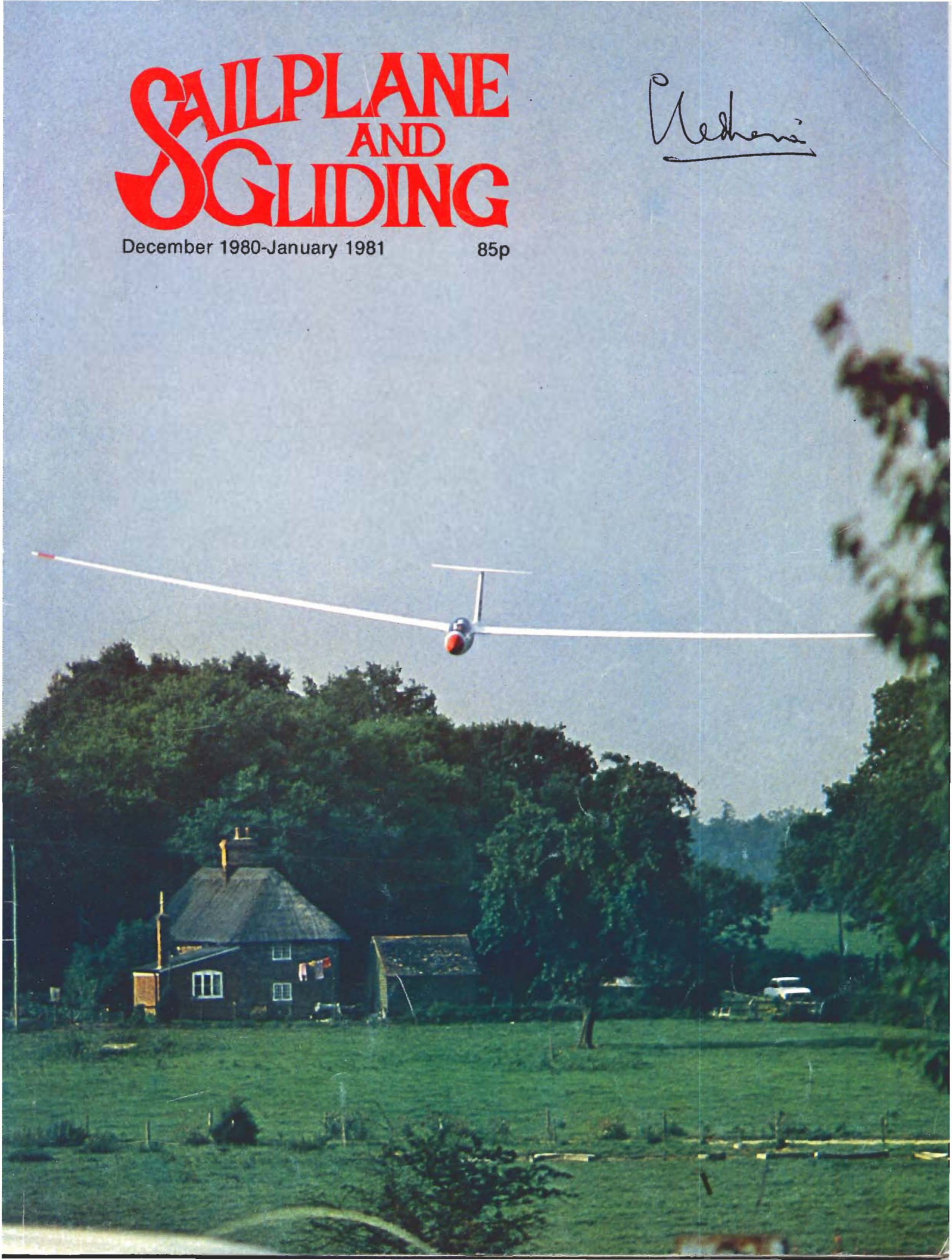
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December 1980-January 1981 85p



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Magazine of the BRITISH GLIDING ASSOCIATION

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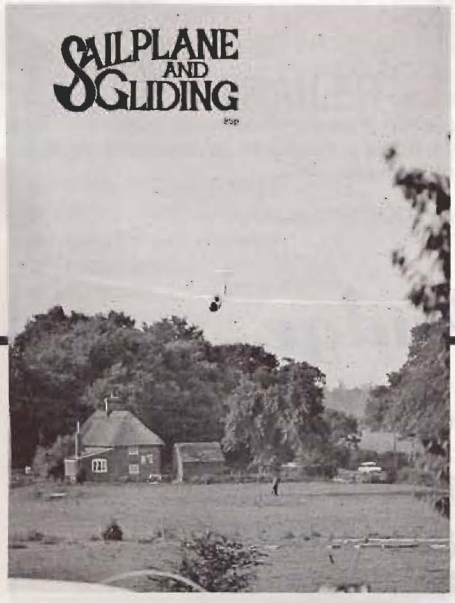
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Cover: Justin Wills (Nimbus 2) on final glide during the Nationals at Lasham. Photo: Daniel Rose.



Contents

263 **Arctic Lite Gliding Championship** M. R. Carlton
264 **Competition Kitty 1980** M. R. Carlton
267 **Flight Safety A Rude Shock** J. S. Williamson
268 **"One of our Pilots is Missing"** W. G. Scull
269 **My "Tree Loop"** R. Harlow
271 **Brothers in Law — Six** A. L. L. Alexander
275 **The New Cambridge Winch** D. J. Picking
276 **Novices Rule OK** B. T. Spreckley
277 **The Northern League Report** R. H. T. Blackmore
279 **Overseas News** A. E. Slater
Gliding in the French Alps H. R. Dimock
281 **Regionals' Results**
282 **Arctic Lite 1980 Open and Standard Class Nationals** E. R. Lysakowski
289 **Final Results**
290 **Tail Feathers** Platypus
292 **BGA and General News**
293 **BGA Accident Summary** A. W. Doughty
295 **Gliding Certificates**
297 **1981 National Qualifying Lists** G. W. G. Camp
298 **Club News**
303 **Service News**
306 **Your Letters** R. D. Carswell, I. D. Smith, G. Smith, R. Jones, P. Dotti, D. B. James

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Arctic Lite Gliding Championship

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M. R. CARLTON, **British Team Manager**

To celebrate the departure of the British Team to Paderborn, our sponsors, Allied Breweries, have agreed to provide **£1000 FOR PRIZES** to be won at a three-day competition to be held at *LASHAM on MAY 2-4, 1981.*

The Competition, which will be directed and run by the British Team, will be for 40 of the pilots who competed in Competition Kitty 1980 — see Kitty Rating List for priority of entry — and they will be competing against each other for the title of **ARCTIC LITE CHAMPION 1981.**

It is hoped that the combination of the Team send off and the spectacle of the competition will be the climax of Arctic Lite's sponsorship of Gliding 1980, and the Team invite you all to come to Lasham for the weekend to show your support for both them and our sponsors.

Rules:

The Competition at Lasham airfield on May 2-4, 1981, will be run in accordance with the Competition Handbook 1980, with the following exceptions:

1) Entries will be limited to non-glass gliders with a handicap of less than 100. (This means colourful wooden or metal gliders.)
2) Tasks will not necessarily be in accordance with the recommendations of the Handbook.
3) There will be no held startline.
4) Launching will not necessarily be solely by powered tug.
5) All pilots appearing on the Kitty Rating List will be eligible to enter. Priority will be strictly in accordance with the Rating List and will be given to all entries received on or before April 1, 1981. There will be no other restrictions to eligibility apart from obvious insanity.

Entry forms will be available from Brian Spreckley at the BGA, Kimberley House, Vaughan Way, Leicester.

6) Entry will be free, but entrants will be required to become temporary members of Lasham and to pay for launches.
7) The Director and the other members of the British Team will act as Competition officials, and their decision will be final and binding in all matters whether or not these fall outside the strict interpretation of the Competition Handbook 1980.
8) All competing pilots must wear British Team T-shirts and all gliders must display one British Team sticker.
9) All competing pilots must agree at the time of entry to participate in a Fancy Dress Competition against the British Team to be held at Lasham on the evening of Saturday, May 2. Prizes will be awarded and the judge for the evening will be John Cleese, or somebody equally well known — like Kilroy, if he's there.

KITTY RATING LIST

1 J. Hart
2 D. Gardiner
3 A. Moulang
4 I. Shattock
5 C. Curtis
6 B. Nicholls
7 J. Taylor
8 P. Baker
9 P. Steiner
10 T. A. M. Bradbury
11 J. Lecoyte/
D. Scofield
12 A. Lincoln
13 D. Eldridge
14 M. Kemp
15 J. Bisset
16 C. Cruse
A. Mossman
18 G. Corbett
19 R. Stoddart
N. Fisher
21 M. Willett
22 A. Stocks
23 J. Alway
24 L. Stevens
25 P. Marshall
26 N. Woodward
27 S. Foster
28 B. Eastwell
29 P. Gaisford
B. Svenson
31 C. Scarborough
T. F. Cockett
33 R. Clemo
K. Manley
35 R. Greig
D. Hunter
37 M. Murdoch
P. Cullen
C. Aldis
40 A. Dodds
J. McGill
T. Wathen
43 B. Chaplin
44 D. Garnett
45 C. Evans
46 W. Longstaff
47 B. Drewell
48 J. Beringer
49 J. Durman
T. Walsh
J. Baxter
J. Luke
A. White
54 S. N. Longland
55 C. Edwards
M. Chana
57 C. Gildea
58 D. Huband
G. Kelley
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C. Appleyard

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COMPETITION KITTY 1980

MIKE CARLTON

The winner of Competition Kitty 1980 is Jon Hart of the Yorkshire Club who, by winning so convincingly at Pocklington, placed himself in an almost unassailable position and wholeheartedly deserves the holiday he has won for his wife and himself in Barbados.



Jon and his wife Kathy, who will be in the sun when this issue comes out. They are members of the Yorkshire GC, both went solo in 1965 and Jon has more than 800hrs. Grandparents are looking after their two children during the holiday.

Kitty appears to have been a resounding success for everyone and, with the exception of one weekend at Long Mynd, a competition was held at all 14 venues.

The results of the seven Competitions not so far accounted for in S&G articles will be found below. The first five places over all were as follows:

Pilot	Venue	Score
J. Hart	Wolds	1.64
D. Gardiner	Portmoak	1.59
A. Moulang	Kent	1.55
I. Shattock	Usk	1.15
C. Curtis	Dunstable	1.10

Kitty has been fun for everybody, a pleasure for the organisers, rewarding for the Team, and we all hope something to be seen again.

The good news is that Allied Breweries, by way of Arctic Lite, have agreed to sponsor the ARCTIC LITE GLIDING CHAMPIONSHIP 1981. This will take the form of a competition for Kitty pilots and will be held at Lasham on May 2-4, 1981, with super prizes and lots of fun for everyone.

Full details of the Competition are to be found on p263 of this issue, and both I and the Team look forward to seeing you all there — that is competitors, crews and their friends, to ensure that the British Team is given a great send-off for the 1981 Championships at Paderborn.

Husbands Bosworth — June 29, 1980 **157km O/R**

Pos	Pilot	Glider	Dist	Total Pts	ASS
1	B. Nicholls	Cirrus	108.9	545	1.09
2	G. Lee	Sky	101.6	508	(1.01)
3	B. Spreckley	Falcon	99.4	497	(.99)
4	M. Willett	Std Cirrus	90.4	452	.90
5	T. Walsh	Dart 17	55.8	279	.56
6	M. Guard	K-6CR	47.9	240	.48
7	M. Webster	PIK 20	38.0	190	.38
8	P. Walker	Dart 17	24.7	124	.25
9	Blakemore/Kelly	Blanik	6.8	34	.07

ASS Winner — B. Nicholls

Syerston — July 5-6, 1980 **87.5km ▲** **116km ▲**

Pos	Pilot	Glider	Dist	Pts	Dist	Pts	Total Pts	ASS
1	J. Delafield	Sky	73.2	266	103.6	418	684	(1.44)
2	J. J. T. Taylor	Nimbus	65.3	226	76.0	280	506	1.07
3	R. W. Clemo	Kestrel 19	15.8	0	89.6	348	348	.73
4	T. A. Macfadyen	ASW-20	22.1	11	70.9	254	265	(.56)
5	C. J. Gildea	SHK	17.4	0	69.9	249	249	.52
6	T. I. Allsopp	Twin Astir	29.8	49	30.9	54	103	.22
7	T. Gorley	ASW-20	26.9	34	32.3	61	95	.20
8	J. M. Bishop	Mini Nimbus	27.3	37	0	0	37	.08
9	C. Terry	Astir 77	0	0	20.1	1	1	
10=	C. M. Davey, W. Fearon, M. Charlett-Green, A. O. Bourne						0	0

ASS Winner — J. J. T. Taylor

South Marston — July 20, 1980 **132km ▲**

Pos	Pilot	Glider	Dist	Total Pts	ASS
1=	A. Davis	Mini Nimbus	58.3	192	(1.00)
1=	T. Macfadyen	ASW-20	58.3	192	(1.00)
3	J. Lecoyte/ D. Scofield	Blanik	54.0	170	.89
4	P. Gaisford	Astir CS	49.0	145	.76
5	J. Baxter	Astir 77	41.4	107	.56
6	D. Huband	Cirrus	39.4	97	.51
7	C. McEwen	K-6CR	35.7	79	.41
8	S. R. Nash	Cobra	30.2	51	.27
9	T. Wathen	Std Libelle	29.6	48	.25
10	S. Foggin	Dart 17R	—	0	0

ASS Winner — J. Lecoyte/D. Scofield

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Bicester — August 9-10, 1980 — 106km O/R — 101km ▲

Pos	Pilot	Glider	(Speed) Dist	Pts	(Speed) Dist	Pts	Total Pts	ASS
1	J. Delafield	ASW-17	(67.1)	615	(43.6)	872	1487	(1.00)
2	W. Tootell/ P. Steiner	Kestrel 19	(38.9)	557	(39.7)	852	1409	.95
3	M. Sandy/ J. Beringer	K-6CR	—	—	(38.5)	846	846	.57
4	G. Kelly	Std Libelle	(54.8)	590	49.9	228	818	.55
5	S. Smith	Pilatus B-4	—	—	77.7	439	439	.30
6	W. Dempster	Astir 77	56.2	225	40.5	156	381	.26
7	M. Dwyer/ M. Alexander	K-13	—	—	61.8	318	318	.21
8	A. Watt	K-7	21.8	11	51.6	240	251	.17
9=	D. Caunt	Astir CS	21.3	8	48.0	213	221	.15
9=	J. Duncan	K-8	51.6	196	23.3	25	221	.15
11	F. Chapman	ASW-20	36.9	105	30.1	77	182	.12
12	J. Armstrong	K-18	37.2	107	—	—	107	.07
13	J. Wilson	K-6E	—	—	33.2	100	100	.07
14	Clarke	Std Astir	21.3	8	DNF	—	8	.01
15=	W. Bush, Barton, J. Edwards T. Trivett, P. Bolton						0	0

ASS Winner — P. Steiner

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Nympsfield — August 31, 1980 — 161km ▲

Pos	Pilot	Glider	Speed (Dist)	Total Pts	ASS
1	A. E. Kay	ASW-20	61.9	1000	(1.03)
2	J. Wills	Mosquito	54.7	943	(.97)
3	T. A. M. Bradbury	Std Libelle	47.1	888	.91
4	A. Stocks	Kestrel 19	38.2	822	.84
5	J. Alway	Kestrel 17	34.6	793	.82
6	J. McGill	K-6E	(143.5)	653	.67
7	P. Gill	Dart 17	(109.0)	471	.48
8	B. Murgatroyd	Mosquito	(107.5)	463	.48
9=	J. Wand	Std Cirrus	(43.5)	124	.19
9=	S. Evans	SHK	(43.5)	124	.19
11	D. Asquith	Astir 77	(30.3)	55	.06
12	H. Johns	Bocian	30.2	54	.06
13	L. P. Smith	K-6E	23.7	20	.02
14=	B. Eastwell, R. Maxwell-Fendt, J. Langrick			0	0

ASS Winner — T. A. M. Bradbury

Dunstable — September 6-7, 1980 — 163.2km ▲ — 99.8km ▲

Pos	Pilot	Glider	Dist	Pts	Speed (Dist)	Pts	Total Pts	ASS
1	C. C. Rollings	Astir CS	78.2	291	63.6	717	1008	(1.13)
2	C. Curtis	ASW-20	104.3	422	45.1	560	982	1.10
3	C. Cruse	ASW-20	110.7	454	38.5	505	959	1.08
4	G. Corbett	Mini Nimbus	71.7	259	47.2	578	837	.94
5	B. Fitchett	K-18	40.1	101	58.3	672	773	(.87)
6	L. Stevens	Jantar 1	30.8	54	57.4	664	718	.81
7	T. Mitchell/ B. Eastwell	Mosquito	50.7	154	42.2	536	690	.77
8	K. Manley	Cirrus	52.7	164	36.0	483	647	.73
9	M. Murdoch	ASW-20	—	0	51.3	613	613	.69
10	T. Southard	ASW-20	40.5	102	29.3	448	550	.62
11	B. Drewell	PIK 20	—	0	40.3	520	520	.58
12	D. Richardson	Nimbus	21.9	10	23.3	448	458	.51
13	M. Boxall	Oly 419	39.2	96	(75.1)	211	307	.34
14	S. West	PIK 20	32.5	63	(78.3)	222	285	.32
15	A. Humphries	Grunau Baby	17.0	0	(92.5)	276	276	.31
16	J. W. Barrett	ASW-19	66.1	231	—	0	231	.26
17	M. Thick	ASW-19	53.7	169	—	0	169	.19
18	M. Jordy/ A. Keeling	K-6CR	39.5	98	21.8	6	104	.12
19	A. Wathen	Std Libelle	32.9	64	28.3	31	95	.11
20	B. Fairston	ASW-15	—	0	29.4	36	36	.04
21	T. Austin	K-6CR	—	0	21.8	6	6	.01
22=	D. Haas, C. Baker, M. Clarke, R. Barrett, R. Rebbeck						0	0

ASS Winner — C. Curtis

Portmoak — September 13, 1980 — 98km ▲

Pos	Pilot	Glider	Dist	Total Pts	ASS
1	D. Gardiner	Cirrus	51	155	1.59
2	J. Bissett	Std Libelle	45	125	1.28
3	A. Mossman	Bocian	41	105	1.08
4	C. Garton	K-6CR	40	100	(1.03)
5	G. C. Rollings	Skylark 3	39	95	(.97)
6=	R. Greig	Dart 17	34	70	.72
6=	D. Hunter	Std Libelle	34	70	.72
8	A. Dodds	K-8	33	65	.67
9=	J. Luke	Phoebus	31	55	.56
9=	A. White	Vega	31	55	.56
11=	J. Lang	ASW-20L	30	50	.51
11=	C. Appleyard	K-6E	30	50	.51
13	B. Scougall	Kestrel 19	28	40	.41
14	P. Williams	K-8	25	25	.26
15	P. Andrews, C. McAlister			0	0

ASS Winner — D. Gardiner

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FLIGHT SAFETY

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JOHN WILLIAMSON — BGA NATIONAL COACH

You will often have been told, and probably take for granted, that the gliding movement in the UK enjoys more freedom — from bureaucracy; in the skies; in the way we organise and do our own "thing" — than any other country, certainly in Europe. But did you also know that the UK accident record is possibly the worst in Northern Europe?

Shocked? Read on . . .

Most people accept that accidents should be reported. The procedure may be a little tedious but "they" need to know how things are getting along; "they" have to produce annual summaries; "they" will advise what remedies may be applied. "They" will also nag, cajole, exhort, but in the end "they" will go away and we can get on with the flying.

In the last six years more than 60 pages of S&G have been devoted to education in safety matters — analyses of accidents, good advice, wise articles, "How it happened to me!" articles, occasional horror pictures. In the same six years the accident rate has not improved one jot, while the total of accidents has steadily risen with the increased numbers of gliders operated and launches made. We seem not to be learning the lessons we should, and the indications are that 1980 will be a bumper year! A recent comparison with four neighbouring countries put the UK accident rate at the top, followed closely by Sweden, and with Norway, Germany and Finland well below.

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In the end an accident usually boils down to a mix of poor airmanship — failing to see a critical situation looming ahead — compounded in the emergency which ensues by inadequate skill. "They" can't improve our airmanship. "They" can't take over and fly us out of the mess we got ourselves into. Only we can do that. So it behoves us to try very earnestly to do both, heeding timely advice and accepting the help of our club instructor.

Accident league table

It is easy to assume that one's club is doing all it can to improve matters but it may not necessarily be so. And it is not until valid comparisons may be made that one begins to realise that perhaps more could be done, attitudes could be changed, skills improved. The comparison has not been available before but now it may be made as a by-product of the accident reports amassed in the BGA archives over the years. The accident rates experienced in each club have been averaged out over the last six years, resulting in a form of league table. The league table will remain anonymous but the discrepancy between the rates revealed at the top and bottom are astonishing. They are expressed in accidents per 1000 launches and vary from four clubs with nil (*ie* no accidents reported in the last six years) to 2.6 — an accident every 384 launches! The national average is 0.4 — an accident every 2500 launches — and, as is the way with any statistical analysis, the majority of clubs are within half and double this figure.

So what can be done?

Accidents may be classified by pilot age or experience; by aircraft type; by launch method; — by any number of more or less relevant groupings. But the unit or group which is most meaningful and in which the only real action can be taken is the club, and it is to the clubs that one must turn for help.

To provide incentive where necessary the league table *will* be made available, but with it's own position in the league revealed only to each club. It will then be at the door of each club, comprising committee, instructors *and* members, to put it's own house in order, if such is required.

Good luck! □

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"One of Our Pilots is Missing"

W. G. SCULL, BGA Director of Operations

Reported in the last issue (p239) were details of a fatal accident during the Booker Regionals. In this tragic case the wreckage of the glider was found 12 hours after the crash, as a result of aerial search.

Anyone who has ever been faced with the decision to alert the emergency services when a pilot has failed to phone in after an outlanding will appreciate the drama of the following story.

Background — Pilot's Experience

The Pilot was a recent convert from the ranks of power flying and had been RAF trained; he was, and still is, regarded as being of above average competence. His gliding experience amounted to 50 flights (in a K-13) preparatory to converting to a flapped 15 metre glider. He had fulfilled the Bronze C requirements except the question paper. In the two weeks prior to the flight which caused concern the pilot had flown a total of ten hours in his new glider.

The Events

Take-off was at approximately 1430hrs with the object of soaring locally—possibly for five hours. After an hour or so the pilot discussed the possibility of setting off for another gliding site some 70km away with other soaring pilots. Some time later the CFI of the club was travelling in his car and listening to the chat on 130.1. He heard a conversation between the pilot and other soaring pilots which led him to believe that an outlanding was imminent. The time was 1600hrs. The contact, however, believed that the pilot was landing or likely to do so before long at the destination previously discussed. At 1700hrs and 1730hrs they phoned the destination airfield but there was no news there of the glider landing. While the pilot may, at the time, have been in the local area of his intended destination it was established later that he was continuing the five hour attempt. However, this failed and the pilot landed after 1850hrs. He did not phone in because he believed that "everyone knew where he was". The confusion that followed was caused by a number of factors. The first was that since a cross-country had not been authorised it was assumed that the pilot had not flown to . . . and had probably landed near his base airfield. The CFI also assumed this despite the radio conversations which might have led him to believe otherwise.

Pilot overdue

At 1805hrs the crew phoned the CFI at his home to say the pilot was overdue. The CFI felt that since the pilot knew the country well he would almost certainly know where he was and searched for villages with a name which might sound like the destination airfield.

At 1850hrs the CFI phoned the police and said one of their gliders was missing and asked them if they had been notified of any glider outlanding. They had not but undertook to find out. Shortly afterwards patrol cars, each with a constable and an inspector, arrived at the CFI's house and at the airfield (of departure).

At 1930hrs other police forces in the region were alerted and arrangements were made for an aerial search. The airborne search was started soon afterwards but was abandoned by one aircraft because of deteriorating visibility. Others joined in and continued the search.

From 1900-2030hrs the CFI considered phoning the pilot's wife but hesitated to do so, not wishing to alarm her and probably still hopeful of hearing from the pilot himself.

At 2030hrs the CFI phoned the wife and said "Can I speak to . . ."

Wife: "NO, he's at the gliding site. Is it urgent?"

CFI: "Not really — I'll catch up with him some other time."

Just as the CFI was about to hang-up she added: "He rang from . . . (destination airfield) about 40 minutes ago.

Always ring in

The reason for telling this story is to remind all pilots, of the very real need to ring in after they have landed out. After our experience at Booker this year, future Competition Directors may well take a more serious view of missing pilots, than they have before.

So do please ring those in charge back at your site whatever the circumstances. As a courtesy it's nice. For the peace of mind of those responsible it's desirable. To save anyone from making a fool of themselves by alerting the emergency services unnecessarily it is essential. The worst possible circumstances one can envisage are if the emergency services are on some wild goose chase when there is a genuine one to deal with.

Just in case a real need does arise, the following details taken from the **UK Air Pilot** (pSAR 1-1) may be useful information to have readily available:

Edinburgh RCC, RAF Pitreavie Castle, Dunfermline, Fife. Tel 0383-23436 Ext 444, 0383-412161 Ext 444; **Plymouth RCC**, RCC Plymouth, Richmond Walk, Mount Wise, Plymouth PL1 4JH. Tel 0752-53777. □

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My "Tree Loop"

ROGER HARLOW

I was one of the unfortunate accidents (No. 105) reported in the last issue, p242.

What Happened

I was flying in Competition Enterprise and at the time was lying fourth only some nine points behind the eventual winner. Trying to return to North Hill from a turning point I got rather low and tried to work weak lift some 500ft agl. I continued scratching at this height at the same time drifting back towards the airfield.

Although I was unable to gain height I certainly was not losing and a small ridge near Wellington Monument gave me hope and I anticipated it would help boost the scrathy thermal. Unfortunately it did not and on trying to leave the ridge I found the way to my selected field barred by trees. There was no way round or over and my crash became inevitable.

The port wing caught a tree top and I did what I described as a "tree loop" coming to rest with the nose of the glider resting on the ground and the wings supported by saplings. Fortunately I was unhurt but the glider was badly damaged. I well remember my thoughts in the few moments before I crashed when I knew it was inevitable. I felt horror at the way I had let my partners Rhoda and Peter down by my poor airmanship; I never considered that I could have hurt myself.



Roger took this picture the next morning.

What went wrong?

I was trying too hard in competition conditions and I thought that it could never happen to me. I had selected good fields but the decision to land had been left too late. In retrospect I had been leaving my decision to land too late on previous occasions.

What effect has it had on me?

The joy at my recently acquired Gold badge with two Diamonds disappeared in misery. My ego suffered tremendous damage. I only now realise how lucky I was not to injure myself and perhaps be unable to continue my work as a surgeon.

The lessons

Choose your field at an adequate height and make a firm decision to land.

Always remember that if you crash you will not only risk injury but also spoil the enjoyment of the sport for your partners. Never let yourself think that it can't happen to you. □

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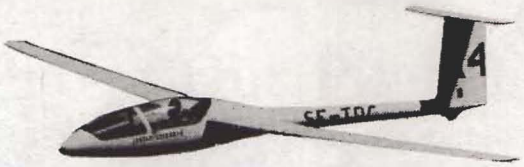
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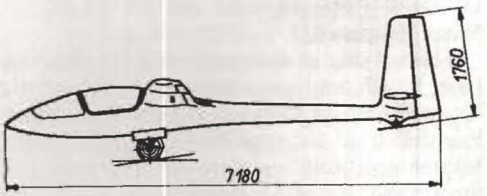
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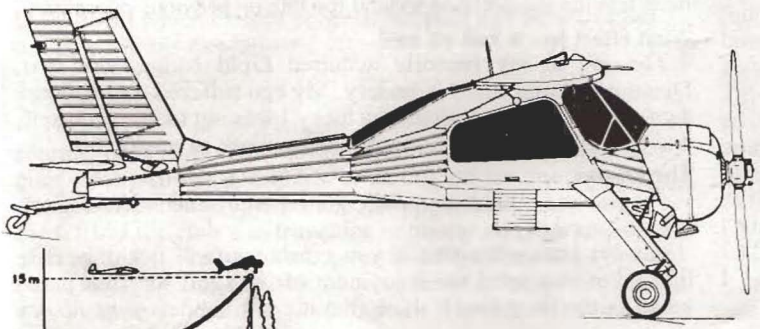
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BROTHERS IN LAW — SIX

LIONEL ALEXANDER, BGA Executive Member

One of the functions of the BGA is to advise its members on problems that concern them. So, a couple of years ago, a number of our clubs wanted to know what the legal and planning position was when a hang gliding club (or just individual hang glider pilots) started operating outside the perimeter, or for that matter inside the perimeter of a gliding club's site. It was as if a solicitor had been asked by one of his clients to explain the law about branches of a tree growing in a neighbour's garden but overhanging the client's. In such a case, the solicitor would give a balanced and honest opinion, paying attention, of course, to his client's interests. And any decent solicitor would point out to his client the dangers and expense of litigation. With all this in mind, I wrote an article for S&G "Hang Gliding and Aerodrome Traffic Zones", August 1978, p171).

Readers of this article may wonder what it is about. Who, for example, are the readers I am addressing? Who are the brothers? What is *Wings?*

Wings is to hang gliding what S&G is to gliding. I am addressing its readers. The brothers (with heavy irony) are glider pilots on hill sites.

In April this year, *Wings* carried an editorial foreshadowing a series of articles on conflicts between gliding and hang gliding, under this title. I have read four such articles to date. This is my reply, which, I hope, will appear in *Wings* at about the time that it appears here. I thought that readers of S&G ought to know what I am saying on the BGA's behalf. The responsibility for the drafting is my own.

L.A.

To redress the balance

I confess to being a little surprised to read in April 1980 *Wings* that the article was about "legal and public opinion weapons to drive hang gliders away", and the allegation (presumably about the same article) of "evasions, half-truths and even downright lies about ATZ'S and 'rules of the air . . .' " I was even more disturbed by the tone of the articles that followed under the same title as this one (but by different authors). I shall come to my reasons later; but the main purpose I have in writing now is to redress the balance somewhat and to remind us all of the "brothers" part of the title. I hope therefore that before you dismiss me as another dishonest lawyer with an axe to grind, you will read on.

I have eight points to make.

1) I have already foreshadowed this one, which is that we are all subject to the law, and have to operate within it. That is why an understanding of Rule 34, among other things, is essential to any organised aeronautical activity. It has, of course, been amended, so that it is no longer true to say, as I did when I wrote the article, that it is forbidden to enter without permission the ATZ of an uncontrolled aerodrome. And, indeed, soon after the amendment, I published a summary of the new Rule in S&G (February 1979, p32), with the same prominence as before. But let no one run away with the idea that such an ATZ is now a free for all, and we still need to understand the Rule. If I cheerfully blunder into the ATZ of an aerodrome used for general aviation with my glider and ignore the local rules, I shall deservedly get into serious trouble, and will cut very little ice with the magistrates if I argue that the air is free for all. So, if the CFI of a gliding club tells you what he thinks the law is, he may be right or wrong. If he is wrong, see that you are well informed and put him right, but do not, I beg you, shrug off his reliance on the law as being evidence of malevolence.

Air for all to enjoy

2) Glider pilots in general, and the BGA in particular, are committed to the principle that the air is for all to enjoy, provided that this can be done safely. We have been in the business of sporting aviation long enough for our record in this respect to be beyond challenge.

3) The BGA has existed for 50 years. During that time, we have won for gliding in Britain a degree of freedom unmatched anywhere else in the world. Your President, Ann Welch, I may add, had more than a little to do with this happy state of affairs. We have done this by unremitting hard work, coupled with careful attention to responsible attitudes at all times. Had we been irresponsible, no one would have listened to us — and, unless you too are responsible, I promise that no one will listen to you. But the main point I want to make here is that this freedom which we have won for ourselves, also benefits you. I remind you of this truth, not because we expect gratitude, still less subservience, but because our approach to problems of conflict with other interests more powerful than ourselves (*ie* when the boot is on the other foot) has demonstrated conclusively the effectiveness of the method we have adopted. I would therefore urge any hang gliding organisation having a conflict with gliding, or, indeed with anyone else, aeronautical or otherwise, to make your watchwords: be well informed; safety conscious; courteous; and moderate in your demands.

Your sport is different

4) The BGA is the biggest non-governmental aircraft and pilot certifying agency in the world. We have achieved this position by self-discipline. And this is where you have a special problem. Self-discipline is quite easy for us, because of the nature of gliding activities. Sites are large (and therefore expensive), and launching facilities, such as winches and towing aircraft, are either complicated, expensive, or labour-intensive, or a combination of these. This means that, for practical purposes no one can get a glider into the air without the assistance of several other people. Consequently the local organisation can prevent a flight taking place if the pilot is incompetent or if the glider is unairworthy, either on account of bad design or construction or maintenance, or is not properly insured. None of these features exist in your case. I would be ducking the issue if I did not point out that from the point of view of a gliding CFI, accustomed as he is to being in entire control of everything that goes on on his site, your sport is different. The spectacle of anyone at all being free to unroll his hang glider from the top of his car and take-off and fly is terrifying. It may not be like that at all, but I do ask for sympathy and understanding on your part, together with (a) a major effort to tackle this question of self-discipline and (b) a programme of education as regards those who run gliding clubs directed to showing them that your standards are **comparative** with those obtained in gliding.

5) This problem of self-discipline is recognised by other aviation sports. As regards yourselves, I make a few suggestions in point 6. But here I want to

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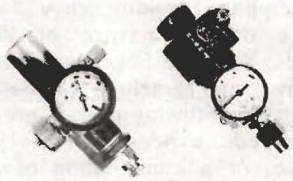
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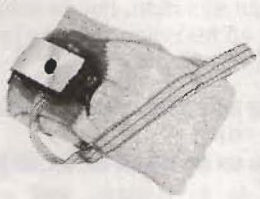
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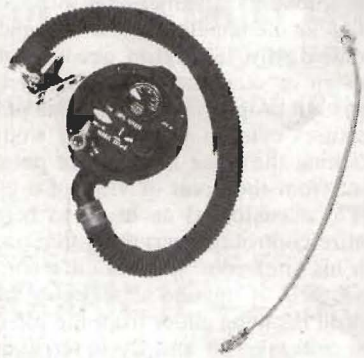


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emphasise that it is not the interpenetration of gliding and hang gliding which alone causes problems. A gliding CFI would be just as alarmed by a parachute descending out of the blue, or large model aircraft sprouting from the ground. And, of course, *vice versa*. The two sports I have just mentioned understand this very well, and, on the whole, we manage to resolve such difficulties as arise.

6) Now, I cannot deny that in one or perhaps two instances, relationships have become so soured and attitudes so entrenched (though I am not apportioning blame) that there cannot be, in the foreseeable future, a happy mix of gliding and hang gliding. Nevertheless, I think, and so does the BGA, that, for all the reasons I have given, much of the general problem would go away if all pilots flying hang gliders in gliding airspace (by which I mean the gliding club's ATZ):

(a) had hang gliders which were clearly identifiable (*eg* by alpha or numerical symbols, or colouring, or both);
(b) were members of the local (BHGA) club, in which I include *bona fide* visitors subject, as glider pilots are, to the same disciplines as regular members;
(c) understood the local pattern and complied with it, as required by the relevant (amended) Rule of the Air;
(d) were subject to the discipline of the local hang gliding or gliding CFI or both. To illustrate what I mean, take my own case. I have been a categorised BGA instructor for some 30 years. I often take my glider to another BGA site. If I have not flown there before I fully expect to be given a site check in the host club's trainer, and, even if I have been there before, I shall not resent it if the local CFI draws my attention to local rules, or if he wants to inspect my logbook to ensure that I am in sufficient current practice.

Mutual understanding

7) The BGA is most anxious to minimise conflict. We would like to promote meetings, both at Association level, such as are going on now, and locally. In fact, we are accustomed to this kind of dialogue. Our clubs share sites or airspace with most kinds of aeronautical interest, including commercial aviation, military aviation, general aviation, parachuting and so on. In some of the instances the respective organisation is far more powerful than we are. If you want to see what can be done, go to Shobdon, in Herefordshire, where a quite narrow and awkward airfield, contains intensively in considerable harmony, a power club, a gliding club, and a parachuting club, each operating intensively. The basis of such co-operation is mutual understanding and constant discussion. "Jaw-jaw", as Sir Winston once remarked, "is better than "War-war".

8) This is where I am afraid I provoke cries of "nanny", but I think it worth the trouble, for the reason I give at the end. Our contributors to S&G, especially those carrying some official clout, are always careful to use moderate language, even on subjects on which they feel strongly. I don't suppose that the editor would publish anything that fell short of this standard, even in the correspondence columns, where the opinions are of those of the signatories and no one else. For one thing, she (the editor), faced with an allegation (April, *Wings*) that another flying machine had been deliberately "beaten-up", might be told by her legal advisers that such an allegation, amounting as it does to an accusation of dangerous flying, not to say attempted murder, constituted actionable libel. For another (and here I turn to the editorial and the articles in *Wings* so far), extravagant language serves only to inflame glider pilots who may have spent 25 years or more and much money in setting up a successful operation, and who see in such articles precisely that degree of irresponsibility that they fear may lead to accidents. "So what?" you may say. "We are only repaying in their own coin arrogant and abusive dogs in the manger." Maybe. But the result of all this self-indulgence might well be that the exchange of abuse will come to the notice of the CAA, or worse, to the notice of interests which have no love for any form of sporting aviation. Then the cry might well go up "A plague on both your houses". Then we might both be legislated out of existence (it nearly happened with hang gliding not so long ago). And then where shall we all be? I will tell you, Brothers, up the creek.

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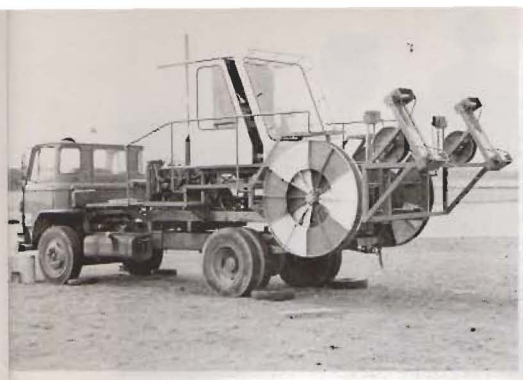
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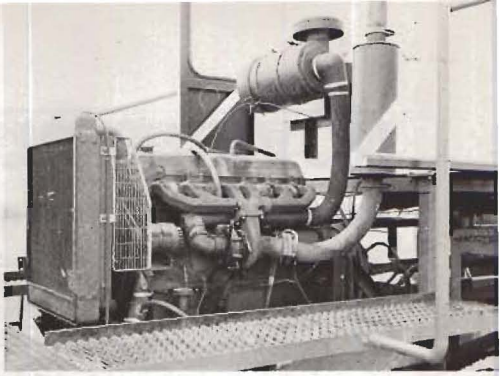
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Diesel engine

In order to cater for these extremes, a Ford 2704 ET six litre turbocharged diesel engine, giving a power output of 150bhp at 2400rpm, with 270lb/ft torque, was mated to a British Twin Disc hydraulic torque converter. The combined unit was built up as an integrated power pack complete with an engine/transmission intercooler unit and hydraulic supply tank.

A heavy duty drive shaft links the power pack to a Ford lorry axle, fitted with the highest available drive-ratio of 4.1:1 in order to keep the cable drum size to a minimum. The differential gearing has been replaced with a purpose-built three-position dog clutch for left or right drum and neutral selection.

A 10in disc brake assembly mounted on the drive shaft controls the transmission speed when drum selection is taking place.

The outboard mounted cable drums are of the narrow type which obviates the necessity for complicated paying on gear. Two long vertical rollers feed the launch cable under a large flanged guide wheel which takes the lifting forces of the glider whilst launching is taking place. The cable then runs between the guillotine guide bars and onto the drum.

Situated above the drive shaft is the purpose built dual cab, featuring fully duplicated controls for instructional purposes. A central console contains the engine and transmission monitoring instruments, together with indication lights which signify the axle dog clutch positions and whether the cable drum brakes are on or off. Between the seats are the two brake levers, weight compensated to apply an even pressure whilst cable tow out is in progress. A central lever which also carries the disc brake cylinder actuator enables drum selection to be made.

The outline schemes for the winch commenced in January 1977 with detail drafting following, some 200 drawings to production standards being required. Major components were placed on order in December 1977 and assembly started in April 1978. The first launch took place some fourteen months later and the winch was almost immediately commissioned.

Having now been operational for approximately eighteen months, it may be fair to say that it has met its original specification, giving well controlled launches to all types of gliders in most representative conditions. It is interesting to note that a high performance glider, whilst being launched, out-accelerates an E type Jaguar to 60mph by about ½sec.

Further improvements

Certain teething problems have arisen such as a hardening problem with the original axle dog clutch components. However, a policy decision to stock specialised long lead items restricted the downtime to a few hours. Further improvements will be the provision of engine covers and a Kenlowe electric fan as the present open layout and constantly running fan has led to overcooling in certain conditions.

★ ★ ★

If anyone is interested in building a similar winch David, who lives at Blenheim House, North End, Meldreth, Nr Royston, Herts 3GB 6NX, is willing to give advice.

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The BOOKER REGIONALS

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NOVICES RULE OK

BRIAN SPRECKLEY, **BGA National Coach**



Northern League trophy winners, the Trent Valley GC team. Photo: J. Swannack.

I would love to fly in a competition *but*. It's too expensive. I can't afford the time. I don't have my own glider. Surely it's for pundits only? I might when I'm more experienced. My syndicate partner has always got the glider. Take a week off and spend all that money to sit in the rain — not likely.

When you have heard all the reasons many times over, it makes you wonder whether the present competition structure is actually catering for the needs of the majority of glider pilots, or whether they are simply not interested in competitions but very good at thinking up excuses. The majority of glider pilots will never experience any form of competitive flying, so it is difficult for them to decide whether they would enjoy it (as the actress said to the Bishop "Don't knock it till you've tried it luv").

It became apparent to me over the last few years that there was a demand for competitive flying at all levels and the current system fell a long way short of satisfying this demand. The Club League was created in an attempt to satisfy that demand. It has run for one season and, according to the pilots who competed, it has been fantastic fun and extremely successful.

A level for all cross-country pilots

The desire to compete is not limited to just experienced pilots so any club competition must cater for pilots at every level. It must be easy for them to compete with both a minimum of expense and travel involved. With this basic criteria as a guide, a meeting was held during March 1980 with representatives of four southern clubs, plus Richard Blackmore from the Yorkshire Club, all interested in the formation of an Inter-Club League.

The result is the Inter-Club League Competition. In addition to satisfying the basic criterion for individuals, the League presents a wonderful opportunity for neighbouring clubs to get together. During the League's first season many ideas have passed between the clubs and rivalry has resulted in a much better understanding of each others problems.

The results show how it is possible for the small clubs to compete quite successfully with much larger clubs. This in part is due to the larger clubs' pundits feeling that it is a bit down market for them. The level of competition at the pundit end should improve next year as each club strives to either maintain its position or to gain the position it feels it ought to have.

Team Rules

A League consists of four clubs, each fielding a team of three pilots. The team meets once at each club's site. No pilot may compete for more than four competition days thus ensuring that a team must have a minimum of 12 pilots. As many as 48 may compete from one club.



Steve West, the Dunstable pundit. Photo: M. Jordy.

The club representatives, who are from amongst the rank and file cross-country pilots (names left out as they are not famous yet!), devised a structure nothing short of sheer genius. Each team consists of one novice pilot, one intermediate and one pundit. Each pilot flies in his respective Class and each Class is scored separately under the BGA competition scoring system (with a few minor mods). To eliminate one club streaking ahead with a few thousand points lead, they created a League points system. Four points for a Class winner, three for second, two for third, one for fourth and nil if you didn't compete.

The Novice Class was restricted to gliders below 92% handicap but has since been raised to 96%. The novice pilots must have less than 150hrs solo, no previous competition experience (rated contests) and no Gold distance leg. The intermediate pilots have no Nationals competition experience, no Diamond distance or Diamond goal. There are no restrictions on the Pundit Class pilots.

The result of the Class and League point system has been to make the novice pilots as important as the pundits, thus creating a club team, rather than a collection of individuals. It allows a small club to compete against a much larger club with lots of pundits and, as you can see in the results, even beat them. During one or two meets the novices beat the pundits, not only their opponents but also those from their own club.

A major breakthrough in relationships was made when all the participating clubs agreed to waive temporary membership changes for visiting competitors. Even though we achieved our objective of under two hours travelling between all clubs in one League, most pilots chose to stay and turn the weekend into a great social event. The host club usually provided a party or suitable other entertainment. The participating clubs have a forum of team captains to agree changes or adjudicate in any dispute. The host club, in conjunction with the team captains, organise the task setting, scoring etc. The standard of organisation has been exceptional, even at clubs where they have never before organised a start-line or scored a contest task. All the clubs have benefited in many ways from the ideas brought back by their pilots and the organisation of their own team. In at least one club, pilots now compete within the club to get a place in the team.

At the end of the season a party was held at the most central club for presentation of prizes, particularly the prize for the best novice teams and the club who

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organised the best party — the latter decided by counting the visiting pilots incapable of flying the following day. The League was formed to give club members more flying and to enable them to taste flying competitively and at different sites. Above all it is to further gliding as a sport and to increase the amount of enjoyment and pleasure one can gain from gliding. It is not the Nationals — it is competing for *fun*.

It may grow to the stage where we have a National League Championship with all clubs participating but if it is to remain a **Club League** then it must always put the novice first and be fun before competition. If your club is interested in forming a League with other clubs, please contact me and I will try to liaise with clubs in the area. Your club should appoint a Team Manager and the League will then choose a Secretary from amongst the Club Managers — he is the kingpin of the league organisation. Copies of the rules devised by the South Eastern and Yorkshire Leagues are available either from myself or the League Secretaries — Richard Blackmore (Yorkshire GC) and Mike Jefferies (Essex GC).

The Northern League report by RICHARD BLACKMORE

The Northern League involved Doncaster, Wolds, Trent Valley and Yorkshire. As the weather was, to say the least, unco-operative this is not an account of record speeds, or of any speeds at all — we only got five contest days, and only one task was completed, when Yorkshire's Bob Brown flew 72km from Doncaster to the goal at Dishforth to win the Novice Class at this meeting and complete his Silver C.

Struggle and determination

The contests became a story of pilots grabbing any opportunity to get away on tasks set despite the weather. At Pocklington the greatest distance was Bob Baines' 64km, and at Kirton Lindsey the Pundit Class was won by Les Cooper with 28km in a DG-100. The Intermediate went to Mick Ward in his Oly 2 "Buttercup" with 27km and the Novice Class was won by Trent's V. Spencer at 23km. These epic long distance flights took between 2 and 3hrs of struggle, and demonstrate that the League competitions are having the desired effect of encouraging people to fly cross-country more often — on all but two of the contest days most pilots wouldn't have bothered going to the airfield, let alone fly.

The grand total result of the flying was either a draw between Doncaster and Trent Valley, or a win for Trent Valley, depending how you look at it. If the agreed "Y" of 40km is strictly applied, the Kirton Lindsay day becomes a no contest and the two clubs draw. However in view of the great endeavour and perseverance of the leading pilots who struggled those twenty odd kilometres, Trent Valley Contest Director Bob Baines declared "Y" to be 25km, allowing each Class a contest and putting Kirton Lindsey one point ahead of Doncaster. As Bob writes in his report of the meeting "I do not think Doncaster really agree with me, but we have taken the cup anyway just to help Doncaster adjust to the situation as we would wish them to see it!" (The cup incidentally, was presented by Doncaster's Jack Sharples.)

★ ★ ★

Same again next year please, but with better weather!

Southern League final results:

	Pundit	Intermediate	Novice	Total
London	12	10	12	34
Buckminster	7	9	10	26
Essex	9	10	6	25
Coventry	8	7	7	22

Northern League final results:

	Pundit	Intermediate	Novice	Total
Trent Valley	16	13	7	36
Doncaster	16	10	9	35
Wolds	15	6	6	27
Yorkshire	10	6	7	23

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Humphry's photo of the area.

Gliding in the French Alps

HUMPHRY DIMOCK

Instead of taking part in the Vinon Mountain Gliding Competitions this year I decided to have a somewhat shorter gliding holiday at Gap Tallard aerodrome in July with my recent purchase of a Mini Nimbus. Having landed there fairly often during Competitions the surrounding mountains were familiar, and I was known on arrival. Although I had not communicated about flying there I was made to feel very welcome. Keith and Sally Dudley also came with their Skylark 2. On the day that I flew to 12 000ft, Keith flew his Skylark 2 to 11 000ft. On other days 8000ft was usually the maximum height available, but this gave a safe radius of 30 miles of mountains to explore. As always, the weather was perfect, every day being better than the best British gliding weather, with the visibility 50 miles or more. It was raining when we left England and all the way across France until we passed through Grenoble, when the weather was, as always, wonderful.

Mountain gliding is very exhilarating. There are wonderfully strong anabatic updraughts where a variometer is superfluous; one can "see" oneself rising rapidly. Along the side of the mountain there is a gentle anabatic wind, but if one turns to circle in a sudden strong updraught, almost for certain it is not there, it was just a passing powerful bubble of hot air. It is necessary to fly fast in order to have enough aileron control to counter the rolling-on effect of the sloping wind-gradient. A group of Cambridge undergraduates did some experiments and came to the conclusion that the average anabatic up-current was at its best 25ft from the 45° slope. The tug planes make use of this, and fly accordingly. One lady pilot on her first mountain flight was so scared by the apparently suicidal flying of the tug pilot that she released and flew back to the aerodrome, refusing to have another attempt. Where a mountain has a ridge several miles long, it is possible to climb steadily, or keep just above the ridge at high speed. The variations of flying technique are full of joyful surprises.

One mountain in particular deserves mention. It is called Pic de Bure and stands up like a molar tooth almost 9000ft asl. The top is a large plain of about 1000 acres, more or less level. Aeroplanes land there for ski-ing, but there is no road or pathway to the top as the sides are mostly nearly vertical. Even in mid-July there were large patches of snow which had not melted. The thermal upcurrents on the sunny side usually go to 11 000ft above sea level. Occasionally people do climb up to the top, and then it is fun to do "low" flying across the plain at high speed. On subsequent runs one can see the climbers panning their cameras.

On the return journey we removed the fuselage after dark from the trailer at a parking plot near Le Havre and slept in a row until it was time to get breakfast at the Port.

If anybody wishes to go to Gap Tallard next year it is advisable to write first because a limit is placed on the numbers of gliders allowed.

(Humphry invited us to join him and we can endorse all he had to say of the area. He generously allowed Bryce to fly his Mini Nimbus and a flight to 11 000ft late one afternoon was effortless and proof of the site potential. ED).



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The Italian Championships, held at Rieti from July 7-August 8, included participants from Spain, Belgium, Holland, W. Germany and Austria with 76 competitors in all, but began unhappily with a fatality when the Austrian pilot, Josef Walsberger, flew into a mountain. Weather was mostly cloudless with poor visibility.

The Open Class was won by Fahrerfeller of Austria, only two points ahead of Manzoni of Italy. Glöckl was first in the Standard with Perotti second. The 15 Metre Class as usual was won by Alvaro de Orleans of Spain by a margin of nearly 600 points. — *Flugsportzeitung.*

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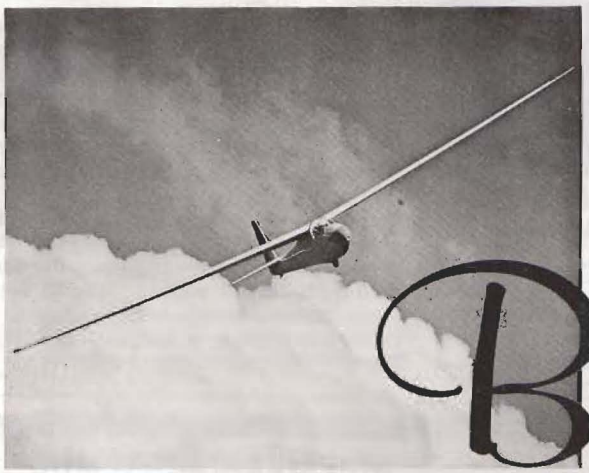
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REGIONALS' RESULTS

EAST MIDLANDS REGIONALS — Saltby, July 5-13

Open Class

No.	Pilot	Sailplane H'cap	Day 1.11.7 195km ▲	Day 2.13.7 163.5km ■	Total Points
1	King, P.	108 Mosquito	629	751	1380
2	Tipney, C.	108 ASW-20F	713	665	1378
3	Carlton, M. R.	108 ASW-20F	694	614	1308
4	Murphy, T.	106 PIK 20c	502	737	1239
5	Davies, F. J.	114 Kestrel 19	652	362	1014
6	Blackmore, R. H. T.	101 Std Jantar	680	329	1009
7	Pope, M. H. B.	108 Vega	555	392	947
=8	Jeffreys, M. B.	108 DG-200	629	295	924
=8	Watson, A. J.	108 Mosquito	629	295	924
=8	Wright, R.	108 Mini Nimbus	629	295	924
11	Cousins, R.	106 ASW-20	643	0	643
12	Mason, E.	118 Nimbus 2B	477	158	635
13	Jones, R.	118 Nimbus 2B	625	0	625
14	Atkinson, B.	114 Kestrel 19	591	0	591
15	Cox, F. L.	104 PIK 20D	292	0	292
=16	Duffin, E. R.	108 Speed Astir	0	0	0
=16	Whittle, E.	108 ASW-20	0	0	0

Sport Class

No.	Pilot	Sailplane H'cap	Day 1.11.7 113km ▲	Day 2.13.7 132.5km ■	Total Points
1	Throssell, M. G. Healey, T.	100 SHK	940	543	1483
2	Fletcher, R.	84 K-6CR	781	88	869
3	Corbett, C. G.	96 Std Libelle	627	205	832
4	Bricknell, D. Spencer, R.	98 Std Cirrus	338	492	830
5	Cockett, T.	94 Twin Astir	528	275	803
=6	Stewart, K.	100 Std Cirrus	738	58	796
=6	Cowley, C.	95 Club Astir	514	282	796
8	Norrison, P. R.	90 K-6E	697	9	706
9	Bennison, G.	94 Dart 17R	482	211	693
10	Kay, W.	88 Olympia 419	644	34	678
11	Baker, N.	100 Std Cirrus	587	38	625
12	Allen, M.	100 Std Cirrus	408	193	601
13	Spencer, N.	102 ASW-19B	304	212	516
14	Knowles, J. A.	86 Skylark 4	270	205	475
15	Peck, D. Matthews, G.	98 DG-100	199	273	472
16	Cliffe, A.	98 Hornet	393	64	457
17	Reed, D.	76 K-13	251	160	411
18	Willett, M.	98 Std Cirrus	348	0	348
19	Young, W.	98 DG-100	258	30	288

BOOKER REGIONALS — July 19-27

Sport Class

No.	Pilot	Sailplane H'cap	Day 1.21.7 359.9km ■	Day 2.22.7 212.5km ■	Day 3.23.7 144.8km ⇌	Day 4.24.7 304km ▲	
1	Kay, A. E.	108 ASW-20FL*	1000	—	—	—	
	Watt, D.S.		—	1000	463	1000	3463
2	Jones, R.	120 Nimbus 23M	921	901	318	901	3041
3	Stafford-Allen, P. R.	106 PIK 20D	934	883	382	822	3021
4	Tipney, C.	108 ASW-20F	969	766	302	865	2902
5	Fleming, A.	118 Nimbus 2	912	804	306	877	2899
6	Hawes, C.	118 Nimbus 2	824	771	371	855	2821
7	Randle, M.	116 Kestrel 20	882	801	315	817	2813
8	Boyden, M.	108 ASW-20	856	798	268	799	2721
9	Burton, A. J.	108 Vega	896	678	293	818	2683
10	Young, J.	118 Nimbus 2	835	793	273	719	2620
11	Hancock, A. R.	108 Mosquito	746	738	295	811	2590
12	Cockett, T.	112 Jantar 1*	869	685	291	711	2556
13	Curtiss, C.	108 ASW-20F	899	904	414	304	2521
14	Taylor, J.	118 Nimbus 2	744	678	306	698	2426
15	Carlton, M. R.	108 ASW-20FL*	776	—	—	—	
	Scull, W. G.		—	619	344	671	2400
16	Richer, P.	108 Mosquito	784	425	375	768	2352
17	Murphy, T.	106 PIK 20D	746	664	278	659	2347
18	Murdoch, M.	108 ASW-20	452	717	305	824	2298
19	Webb, M.	108 ASW-20	428	687	344	813	2272
20	Mason, E.	118 Nimbus 2	754	765	335	310	2164
21	Hegner, A.	108 ASW-20FL*	875	257	344	656	2132
22	Cousins, R.	106 ASW-20*	770	626	1	698	2095
23	Ashurst, R.	108 ASW-20L*	192	—	56	—	
	Marshall, P.		—	906	—	829	1983
24	Miller, A.	108 ASW-20	866	148	344	610	1963
25	Quilter, A.	118 Jantar 2	428	575	306	625	1934
26	King, S.	106 ASW-20F*	267	864	0	787	1918
27	Walker, D.	112 Kestrel 19*	733	349	0	740	1822
28	Sheppard, F.	106 Vega*	412	267	352	722	1753
29	Brisbourne, R.	108 DG-200	303	357	327	758	1745
30	Gardiner, D.	108 Vega	422	621	344	327	1714
31	Hawkins, D.	108 Mini Nimbus	398	433	DNF	DNF	831
32	Walton, D.	106 LS-3*	443	46	1	340	830
33	Lincoln, A.	104 PIK 20B*	74	132	285	330	821
34	Humblet, F.	108 ASW-20	294	0	DNF	DNF	294

Club Class

No.	Pilot	Sailplane H'cap	Day 1.21.7 237.4km ▲	Day 2.22.7 212.5km ■	Day 3.23.7 144.8km ⇌	Day 4.24.7 191km ▲	Total Points
1	Rollings, C. C.	95 K-21*	1000	1000	464	1000	3464
2	Jeffries, F. R.	95 K-21*	894	915	393	903	3105
3	Aspland, W.	98 Std Libelle	877	864	388	913	3042
4	Cruse, C.	100 ASW-19	813	824	379	859	2875
5	McGill, Janis	90 K-6E*	737	802	497	720	2756
6	Sly, T.	102 Cirrus*	723	679	308	868	2578
7	Wilson, D.	96 Std Libelle*	799	628	399	739	2565
8	Wilton-Jones, M.	99 Astir CS	673	739	271	770	2453
9	Crossley, P.	97 Astir CS*	659	692	471	551	2373
10	Clarke, R.	101 Std Jantar	973	204	312	813	2302
11	Giddins, J.	99 Astir CS	—	224	—	776	
	Hawkins, P.		703	—	482	—	2185
12	Tomlinson, J.	98 Cirrus*	735	109	451	813	2108
13	Bevan, A.	103 Phoebus 17*	367	—	411	—	
	Walker, D.		—	671	—	585	2034
14	Read, G.	100 ASW-19*	398	717	359	508	1982
15	Luke, J.	103 Phoebus 17*	705	621	365	217	1908
16	Clarke, M.	98 Cirrus*	770	221	388	98	1477
17	Cook, R.	97 Astir CS	530	223	110	402	1265
18	Mitchell, T.	90 K-6E*	2	—	396		
	Evans, C.		—	597	—	DNF	995

*=no waterballast; DNF=did not fly.

ENSTONE REGIONALS — August 2-10

Open Class

No.	Pilot	Sailplane H'cap	Day 1.9.8 224km ▲	Day 2.10.8 155km ■	Total Points
1	Wilson, T.	112 Kestrel 19	355	858	1213
2	Shadrach, D.	100 DG-100	170	871	1041
3	Bridges, K.	108 LS-3	0	514	514
4	Watchorn, T.	106 Kestrel 19	355	115	470
5	Holland, J.	102 Cirrus	0	234	234
6	Johnson, E.	106 PIK 20	0	214	214
7	Eastwell, B.	106 Mosquito	28	106	134
8	Hilton, A.	108 Vega	0	62	62
9	Morley, T.	106 Vega	0	0	0

R. Cousins, A. Frapple, B. Jarvis and A. C. White entered but did not fly.

Sport Class

No.	Pilot	Sailplane H'cap	Day 1.9.8 177km ▲	Day 2.10.8 123km ■	Total Points
1	Robinson, I.	84 Skylark 3	U	426	426
2	J. Barrett/ J. Barrett	90 K-6E	142	272	414
3	B. Wise	96 Std Libelle	28	358	386
4	B. Beale	94 Dart 17R	78	256	334
5	B. Forrest	82 Olympia 463	0	308	308
6	D. Roberts/ Janis McGill	90 K-6E	18	272	290
7	G. Cumner	92 ?	2	264	266
8	K. Lloyd	99 Std Jantar	26	238	264
9	M. Moxon	86 Skylark 4	5	254	259
10	M. Lawrey	98 DG-100	0	242	242
11	P. Ross	90 SF-27A	16	219	235
12	P. T. Reading/ Guthrie	97 Astir	170	52	222
13	Ruth Marshall/ D. Hunt	98 Std Libelle	1	197	198
14	T. Bead	92 Pilatus B-4	0	185	185
15	R. Hall/Barrett	76 K-13	42	127	169
16	S. Nash	96 Cobra	0	165	165
17	Ruth Housden/ Housden	92 Bergfalke 4	0	57	57
18	B. Webb	92 Pilatus B-4	30	0	30
19	B. Evans	99 Astir	26	DNF	26

DNF = did not fly.

NORTHERN REGIONALS — August 9-17

Open Class

No.	Pilot	Sailplane H'cap	Day 1.9.8 115km ▲	Day 2.16.8 305km ⇌	Total Points
1	Hunt, S. G.	108 LS-3A-17	130*	1000	1130
2	Taylor, K.	100 SHK	110	986	1096
3	Wood, M. J.	106 Vega	119*	932	1051
4	Kemp, M.	104 PIK 20B	119	895	1014
5	Austin, D. C.	106 DG-200	134*	847	981
6	White, D.	108 Vega	91	881	972
7	Ramsden, P.	112 Kestrel 19	82	881	963
8	Herringshaw, G. H.	114 Kestrel 20	78	843	921
9	St Pierre, A. H. G.	106 DG-200	79	827	906
10	Russell, F. K.	112 Kestrel 19	82	784	866
11	Mortimer, R.	114 Jantar 1	124*	388	512
12	McLean, R. Ellis, J.	112 Kestrel 19	82 —	— 251	333
13	Kilcoyne, D. A.	100 Std Cirrus	138*	177	315
14	Robson, R.	108 Kestrel 17	130*	157	287
15	McLane, J. L. G.	108 Vega	91	157	248
16	Townsend, A.	106 ASW-20F	109	0	109

* = *infringement of airspace penalty.*

Sport Class

No.	Pilot	Sailplane H'cap	Day 1.9.8 115km ▲	Day 2.16.8 305km ⇌	Total Points
1	Elliot, B.	94 Dart 17R	128	1000	1128
2	Wilson, D. V.	96 Sky	111	987	1098
3	Brown, T. M.	95 Club Astir	135*	934	1069
4	Rice, J. W. Swannock, J.	96 Std Libelle	122 —	— 863	985
5	Kennedy, A. Tait, D.	99 Astir CS	55 —	— 736	791
6	Fox, R. L.	96 Cobra	90	680	770
7	Cooper, L.	98 DG-100	0	734	734
8	Svenson, B. W. Johnson, G.	84 K-6CR	127 —	— 602	729
9	Rodgers, T. N. Hurt, S.	82 Pirat	— 172	477 —	649
10	McIntosh, S.	90 K-6E	DNF	530	530
11	Chana, M.	84 K-6CR	49	464	513
12	Riddell, J. C.	92 Torva	0	421	421
13	Bond, M.	82 Pirat	172	223	395
14	Cunningham, G. W.	97 Astir CS	119	230	349
15	Stott, B.	90 K-6E	105	231	336
16	Taylor, C. G.	82 Gypsy	0	201	201
17	Hill, J. D.	94 IS-29	0	174	174
18	Farthing, R. C.	97 Astir CS	67	14	81
19	Jaques, C.	94 Club Libelle	20	15	35
20	Cervantes, S.	70 Olympia 2	30	DNF	30
21	Houghton, J. L.	78 Skylark 2/4	0	0	0

* = *infringement of airspace penalty; DNF = did not fly.*

Arctic Life 1980 OPEN and STANDARD CLASS NATIONALS

LASHAM AUGUST 16-25

TED LYSAKOWSKI

At the end of a dismal season no fewer than 65 competitors turned up at Lasham for the first Open and Standard Class National Championships to be run according to the new format. Earlier in the year there were some misgivings but by March it was clear that the competition would be oversubscribed. Some inter-class manoeuvring was practised in the time honoured fashion until (almost) the last minute and so only the formal booking-in revealed the field: 37 entries in Open and 28 in Standard. This was very welcome indeed after the '79 Euroglide, when the now obsolete Comp structure produced six Standard and 13 Open Class entries.

Most of the top names were present but ten pilots in Open and ten in Standard qualified through the Regionals Promotion/Nationals Reserve lists indicating a fair turnover and a welcome intake of new blood. The Squad was well represented with nine contenders in Open and four in Standard. One overseas visitor, Henk Frohwein of the Netherlands, flew in the Standard Class.

As for the gliders, Standard was a fair cross-section of everything that is going, from seasoned Libelles through the popular Cirrus (seven competing) to brand new ASW-19s. Astirs, DGs and Jantars completing the picture.

"glimpse of things to come . . ."

Open proved to be alive and well: only three pilots flew 15 metre gliders, whilst there were 21 entries in the "20 metre plus" category dominated by Nimbus 2 (14 in total in different guises) and ASW-17 (four). Kestrel 19s were flown by nine pilots. The 16.5 metre stretched "L" version of ASW-20 made its first Nationals appearance (three entries) and looked good even after due allowances are made for the high calibre and good flying of its pilots. A glimpse of things to come was provided by Ralph Jones, who turned up with a 23.3 metre "Carbon Special" Nimbus (see box) ex Klaus Holighaus, complete with XX markings.

Thus, when the first day turned out sunny and — after the formal opening of the Championships by Julian Cartwright, Managing Director of Friary Meux (Allied Breweries), — Bill Scull started the first task briefing, all seemed set up for a good contest.

The first day provided a good start but Sunday was scrubbed quite early as a combination of fronts was making a slow passage overhead. Peter (the Met) Bayliss was not hopeful about Monday but thought that Wednesday the 20th would be a good day. That was just about the only time that Peter was wrong in the ten days of the Comp but it was not held against him: Wednesday was the only other duff day of the contest. Both Monday and Tuesday were flyable (see day descriptions) but by Thursday an anticyclone appeared off the west coast of Ireland and made slow progress eastwards providing five more honest competition days.

The Director/Task Setter duo of Bill Scull and Lemmy Tanner (introduced by Bill as Little and Large; guess who was who!) ran the show in an unfussed way and with the apparent ease that comes only from thorough preparation and backing of an inexperienced team where every member enjoys his/her job.

ORGANISATION — KEY OFFICIALS

Director: Bill Scull of BGA and Lasham. Ran a friendly, relaxed but very professional Comp. Sometimes pretended it was hard work — but it can't be if you are enjoying yourself, can it?

Task Setter: Lemmy Tanner. On loan to the Lasham Khanate by the BGA Comps Committee. Provided imaginative tasks designed to use the day and stretch the pilots fully. Has done it before with good results. Introduced novelties of two laps round same circuit and two O/R back to back.

Met: Peter Bayliss. Provided sound, accurate forecasts, delivered a total of 15 flying days (out of 20) in two Nationals in 1980; must be our favourite Met man.

Scoring: Ken Simpson. A wizard who — when aided by Sally Cox — can almost outplay computers on the abacus.

Control: Kathie Burton and Gwen Garton. A super combination to receive the tales of woe over the 'phone or in person.

Start Finish Line: Christine Dean. An Example of great calm under fire. Can process 20 gliders through the startline in 5min; sends you into orbit only under extreme provocation.

TP Photo Interpretation: Carol Day. A good day for the pilots meant a long evening for her. If you behaved yourself she would not make you look at the negatives.

Chief Marshall: Derek Johnson, wanted a "quiet town" on his guest appearance from sunny Florida.

Tug Master: David Oliver. Kept the props turning and did not lose any. His ten tugs could launch 65 gliders in 42min, which takes some doing.

Publicity/Pr: Frank Wheeler. Lots of hard work. The result: over 300 air experience flights and good coverage of the Comp in the local and national press.

Site Facilities: Derek Davis. Lasham's untiring Secretary Manager looked after the domestic side with the usual diligence.

Club/Comp Launch Point Liaison: Martin Grant. Kept the club flying going and helped to prevent mid-airs over the finish line.

Stewards: Ian Strachan, Pam Davis, Nigel Stevenson. In readiness but fortunately unemployed.

For the pilots the luck element was small; there was variety, quantity and quality of flying and after all that is exactly what it's all about.

Altogether a highly memorable competition which produced worthy Champions and which will be difficult to surpass in the years to come. But — on this point — I am willing to be proven wrong any time, starting with next year's Open and Standard Class Nationals at Greenham Common!

DAY 1: Saturday, August 16.
Weather: Moderate west wind backing to SW 5/8 cu-sc becoming 3/8 cu, 2-3kt, 4kt at times.
Task O (Open) and S (Standard): 318km dogleg O/R *via* Headington and Eyebrook Reservoir.
Startline open: 1244hrs (S), 1330hrs (O).

Locally less cloud than forecast, base 3600ft asl, gradual improvement towards Northampton, steady deterioration on the last leg from Headington. A fairly straightforward day with some good lift at times, but the return trip from Eye-

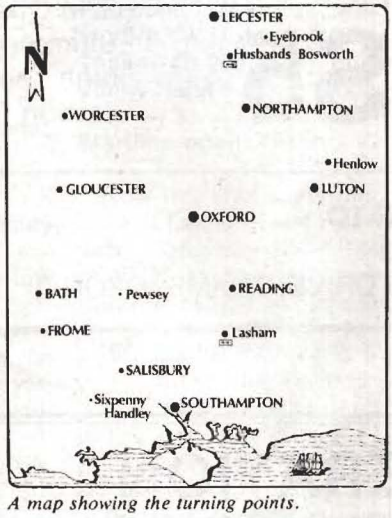
- **Ralph Jones's 23.3 metre Nimbus 2cs,** a suitably reinforced carbon Nimbus 2 with two 1.5 metre inserts between the inner and outer sections, resulting in a six-piece wing. Designed last year by Klaus Holighaus of Schempp Hirth as a one-off, it took Klaus to the first place in the 1980 German Open Class Nationals and was clearly a feasibility study for the forthcoming Nimbus 4. An extended rudder and a network of wires and cables controlling waterballast in the inner, outer, fore and aft tanks were the mods.

4000ft asl and good lift literally everywhere. Could it last? Soon the base dropped by 200-300ft and the radio dutifully reported non-Comp pilots having scrapes under low cloud near Swindon.

Open got underway quite smartly; progress became



Bill Scull, Contest Director, with the Champions — Andrew Davis, Standard Class on the left, and Ralph Jones, Open Class. Photo: Trevor Waller.



A map showing the turning points.


Lemmy Tanner, the task setter. Photo: Ray Brown.

brook into a 15-17kt headwind took its toll: ten Open Class and all but four Standard Class pilots landed out, mainly between Headington and Lasham.

Andy Davis (S) chose to fly at inter-thermal speeds of about 60kt to conserve height and take maximum advantage of the widely spaced good lift. This seems to have paid off, giving him a comfortable 4hrs 23min win. Lloyd Forsey — whose ship is "rigged" to fly below 75kt — was 25 min slower but a photo penalty "award" moved him into fourth position. Ted Shephard and Tim Macfadyen tied for the second place with times of just under 5hrs.

Bernard Fitchett (O) did not — as usual — let on what decisions helped him to win the task in 3hrs 22min but his secret was clearly also shared by George Lee as these two were the only ones to exceed 90km/h.

Ralph Jones was pipped into fourth place by Dave Watt, whose glider was seven metres smaller and 700lb lighter; as a result Ralph was awarded a "go faster" Booker cap. It may have been worth it.

DAY 2: Monday, August 18.
Weather: Moist WNW airstream, moderate wind lift 3-4kt, some clag from W.
Task — O: 305.9km △ *via* Birdlip and Northampton.
— S: 177.5km △ *via* Pewsey and Headington.
Startline open: 1210hrs (O), 1237hrs (S).

Local weather after Open take-off was about 5/8 cu, base slower past Hungerford and very difficult beyond Cirencester. Fast approaching moist air from the Severn estuary produced lowering bases, clag and rain which affected the Birdlip area for most of the day and put all but five Open pilots down near the turning point. Ralph Jones, Chris Garton and Chris Rollings got around Birdlip with just enough height to fall back on the ridge NE of Cheltenham. They got away and made cautious progress on track into improving, but still difficult, conditions which eventually put Chris Garton down on the second leg, but brought Ralph and Chris Rollings home. John Delafield somehow got around Birdlip after the others and also made it back. Ralph had the fastest time; just over 5hrs. John and Chris were only marginally slower. George Lee turned Birdlip long after the others but was forced down near Banbury on the second leg. After two days Ralph was in the lead and got another award: an Electric "woolly pully" which — he felt — was denied to him last year.

- **Lemmy Tanner's "two lap" tasks;** these brought the pilots back over the base, part or half-way through the flight, provided additional interest/attraction to crews and base supporters, reduced retrieves, were good fun, but not appreciated by photo assessors.

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Standard fared better through not having to go quite as far west, but took off into deteriorating conditions and the area of Pewsey took its toll. There were nine finishers with times of between 4 and 5hrs, the shortest by Ben Benoist who also would not let on how he did it. Ted Shephard was a fairly close second, so after two days the colonels took over.

Andy Davis landed 23.5km out for the novel reason of not finding any lift after the start. It can happen to the good ones too!

DAY 3: Tuesday, August 19.
Weather: Moderate westerly, forecast not bad, the reality read below.
Task O and S: A quadrangle 266.18km, *via* Bicester, Henlow and Didcot.

A bright start to the day, the air highly unstable, but by the time Standard was launched there were signs of overdevelopment and it soon became 7/8 — 8/8 strato-cu with isolated pockets of weak to moderate lift.

This rapid rate of change remained the order of the day, with the pilots having to contend with roughly four different types of weather.

Standard had a reasonable start but there was a gradual deterioration from about 50km out, culminating in an almost dead grey area near Henlow. Much improved conditions, coupled with a strong headwind, were encountered on the return leg to Didcot where it remained soarable but began to turn blue. Open had a very poor start, gradual improvement to Bicester, gentle tip-toeing to Henlow. The good weather patch reached Henlow about 4pm and for those who survived (both Classes) it was a race home against time.

Altogether there were three finishers in Standard and 18 in Open; the remainder ran out of luck near Henlow or out of time between Didcot and Lasham.

George Lee (O) seems to have flown the task as though it was a consistent weak day on the way out, took full advantage of the improvement and came home for a 1st place in just under 4hrs. Chris Garton the No. 2 was 25min and 7 km/h slower, but Chris Rollings in the good old One-Twenty was not far behind, enough to move into 1st place overall. Ralph Jones was the only one to encounter some local rain near Henlow.

Andy Davis's formula must have been similar to George's: he came home in 5hrs 13min to win at 50.9km/h, enough to beat most of Open. Graham Smith was 7km/h slower and Ben Benoist some further 3km/h behind. Martin Well's landing near Basingstoke on the way back gave him 1st place overall.

Throughout the day there were numerous reports of imminent landings and many crews were on the road covering most of the task — even if no retrieve was needed.

DAY 4: Thursday, August 21.
Forecast: NW airflow, wind 25kt, initially 7/8 cu-sc becoming 5/8 cu, isolated showers. Thermals 4kt, 6kt at times.
Task — O: 205.46km. quadrangle, *via* Pewsey, Frome, Sixpenny Handley (2nd fallback).
— S: 143.28km O/R to Sixpenny Handley (fallback).
Startline open: 1414hrs (O), 1451hrs (S).

Now this was something else altogether. By 2pm it was blue at Lasham, and not more than 1/8 short lived cu was seen a long way off on track. Blue thermals at Lasham went to 4500ft asl but further west it was more like 2500ft, with a stiff NW breeze as forecast.

● **Lloyd Forsey's super ASW-15B,** rigged for aft C of G so that you need a hefty push with both arms to fly at 80kt. Beats chest expanders any time if Lloyd's physique is anything to go by.

By 4pm Ray Foot's radio message disclosed unusual goings on and he was soon announcing 9000ft near (to the initiated) Westbury. Wave! A well established system began to develop over Salisbury Plain, eventually extending from Boscombe Down (E) to at least Frome (W), Westbury (N) and Compton Abbas (S). This seems to have co-existed with conventional thermals so that you could use either, whichever took your fancy. Assuming you knew the wave was there; the Met man said it would be!

Standard's task crossed only the less well developed SE end of the system and thus most Standard pilots flew the day using only — or mainly — conventional thermals. Nick Hackett (S), after a late start, made a good climb near Salis-

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Ben Benoist (ASW-19B), who was fifth in the Standard Class. Photo: Ray Brown.

bury to win the day at 57.43km/h. Andy Davis flew thermals only for 975 points, sufficient for 2nd on the day and to move him into 2nd overall behind Bernie Keogh.

Justin Wills (O) climbed in 6kt from 4000ft asl after a smoke climb half-way between TP1 and TP2 and used the wave through the rest of the flight to win the day at 71km/h, but Ralph Jones — without the cap — was not much slower and again moved into 1st overall.

George Lee rejected John Glossop's 3kt at 1800ft and was soon landing near Sixpenny Handley which remained in the trough throughout the afternoon. For a while the radio remained unusable as offers to relay messages to Albert (the crew) were pouring in with most touching generosity! This was bettered only by the local squire who offered beer in the field followed by tea on the lawn.

On hearing of George's plight Dave Watt, Alistair Kay and yours truly sat for a long time near Westbury expecting climbs to some magical heights. The thermals finished about the same time as the finishers started to pour in — so the remaining half of the flight had to be completed on weak wave only. Enough to get back, but with very slow times. As Dave said later — it does not pay trying to be too clever!

DAY 5: Friday, August 22.
Forecast: Wind 320°/20kt, 7/8 cu-sc becoming 5/8 cu, base rising to 5000ft asl, thermals 3-4kt, 6kt at times.
Task O and S: 305.87 △ *via* Northampton and Birdlip.
Startline open: 1127hrs (S), 1207hrs (O).

The problems began about 20km out on track: the weather was cycling and — particularly further north — there were large areas of clag from decaying lines of cu. Chinnor ridge was one favourite stumbling block, Bicester/Westcott the other and Northampton the third. If you survived these you were rewarded with a magnificent run from Banbury (on the 2nd leg), with about 100km/h being possible even in the little ships.

In the Standard, only Andy Davis and Lloyd Forsey survived and got home after 5hrs 40min and 6hrs 10min respectively, for a devalued 300 points day, but enough to put Andy in the lead. Andy spent a long time soaring Chinnor ridge and grovelling near Northampton but beyond that see above. Most of the others did not get much beyond Northampton.

David Watt not only survived but got the cycle right and won Open in 4hrs 42min, followed by John Glossop, Hamish Brown and John Delafield all at nearly 60km/h. Fifteen finishers altogether, plus a "near finisher" Chris Garton who landed 4km. out! Chris Rollings moved into overall 1st, Ralph 2nd.

- **Solemn warnings** in crowded thermals from XX: "Golf Yankee (and others) next time around I am not going to move." Of course he wasn't. First, it would take too long. Secondly, he wouldn't see you anyway because of his fashionably worn racing cap!

DAY 6: Saturday, August 23.
Weather: Light westerly winds, 7/8 cu-sc becoming 5/8 cu-sc, bases up to 5000ft asl, thermals 3-4kt, sometimes 6kt.
Task — S: 206.69km △ *via* Headington and Devizes.
— **O:** 347.82km; 2 x 173.91km △ *via* Headington and Marlborough.
Startline open: 1110hrs (S), 1158hrs (O).

The weather remained true to form and to forecast throughout the day. It looked and was a straightforward racing day with no particular miracles; just getting on with it during what you considered the best part of the day.

Standard was mostly underway by 1210 and Open by 1245. Andy Davis was one of the few exceptions: he returned for another (third) start at 1343. This seems to have paid off as he won convincingly at 89.2km/h, nearly 15km/h faster than Martin Wells's 2nd place, to take a 570 points lead in cumulative scores.

The start times of George Lee, Bernard Fitchett and Chris Garton were very close and their elapsed times — around 3hrs 40min (94 plus km/h) were within 2min of each other. George related at the briefing that he was spurred on to his win by two "yapping snapping ASW-20Ls at his heels" but "managed to get them low near Oxford on the 2nd lap."

Crews and scores of sunbathing spectators had an additional pastime of spotting the gliders turning Lasham for the 2nd lap.

DAY 7: Sunday, August 24
Weather: Anticyclone over Central England, winds variable up to 5kt.
Task S and O: 208.27km △ *via* Headington and Salisbury Fallback for (S), 2nd Fallback for (O).
Startline open: 1215hrs (S), 1340hrs (O).

The main tasks were 300 and 400km respectively, but the conditions remained blue, with a thin cirrus cover until nearly mid-day so in due time fallback tasks were set. Stan-

Andy Davis (Cirrus) and his keenest fan! Photo: Ray Brown.



Startline: l to r: Judith Mason, Bob Bickers and Christine Dean. Photo: Chris Bryant.



dard got underway between 1250 and 1310 and Open over the same time span one hour later.

In spite of the slow start, it again proved to be a straightforward race day; the conditions improved considerably on the first leg and remained good throughout, essentially as forecast, and the 4kt thermals were augmented by strategically placed stubble fires. All Open and all but one Standard pilots crossed the finish line.

Standard again belonged to Andy Davis who started in the middle of the bunch at 1301 and was back in 2hrs 27min. George Metcalfe was about 6min slower and Graham Smith a further 1min behind. The slowest finisher took 3hrs 22min. Andy's lead after seven days grew to a massive 754 points.

Bernard Fitchett and George Lee made sure that the Open day was devalued by completing under the 2hrs barrier at 1hr 53min and 1hr 55min respectively. Ralph Jones in the 3rd place took 2hrs flat. The slowest run was 3hrs 7min. Surely it proves something. Overall Ralph was leading 147 points ahead of Chris Rollings and in the third place Bernard was some 100 points behind Chris.

- **"Echo Echo Victor and Nine Four Nine"** (a pair flying Booker duo of Dave Watt and Alistair Kay), a bi-plane with wing separation problems.

Bernard's speed was 110.46km/h; more than he judged possible but he kept on going, weaving, used a stubble fire etc . . . we have heard it all before! In reality the "Go-Go" girls at the previous night's party must have had a stimulating effect on him.

DAY 8: Monday, August 28.
Weather: SE wind, 8-12kt, 4/8 cu becoming 2/8 cu bases to 4500ft asl, thermals 4kt, 6kt at times.
Task — O: 390.28km *via* Salisbury, Lasham and Husbands Bosworth.
— S: 222.58km O/R *via* Northampton, fallback task, (main task: 306km to Birdlip and Northampton).
Startline open: 1155hrs (O), 1229hrs (S).

If any of the previous days lacked excitement, this last day of the Comp made up for it. The main tasks were quite long and the weather not encouraging: blue with rapidly increasing cirrus cover. The wind was SE but the first leg was to Salisbury, possibly into sea air and definitely under the cirrus.

Open was the first off and got underway without delay. After a few miles some cu could be seen over Winchester extending on a line EW to Salisbury. Large gaggles proceeded cautiously under the cirrus and the cu to Salisbury. There was a gradual improvement on the 2nd leg to Lasham, followed by fairly classic conditions to the north, with bases increasing to 5000ft asl and the cu reducing to about 1/8 in late afternoon.

Standard was launched immediately after Open on the fallback task to Northampton. Locally it was quite stayuppable and the weather quickly improved to the north. There were no outlandings, it was speed most of the way and by 4pm they were returning in droves. Ben Benoist's 2hrs 32min proved to be the fastest time, but Andy Davis was only 2min slower. Ben's win enabled him to move up a place into overall 5th; there were no changes in the top four positions and Andy's lead grew to 925 points, in spite of his nil score on Day 2.

By 5pm most of Open was also back, George Lee and Bernard Fitchett with apparently identical times of 4hrs 13 min. It later turned out that George was 7sec faster, but both got 1000 points each. John Delafield and Dave Watt were some 15min slower. Ralph Jones, the overall leader, had a late 2nd start and eventually crossed the line at 5.30pm with a slow time of over 5hrs.

As the calculators were busy working out the final scores things began to look interesting, particularly when a rumour had spread that Chris Rollings had a photographic problem. In the end Ralph's 20th for the day was good enough to retain the lead; with Bernard 12 points behind and Chris Rollings in 3rd place. Chris's 50 point photo penalty did not affect his final position: without it he still would have been behind Bernard, but only by seven points. Wow!



World Champion, George Lee, (ASW-17) with crew member Albert Johnson. Photo: Ray Brown.

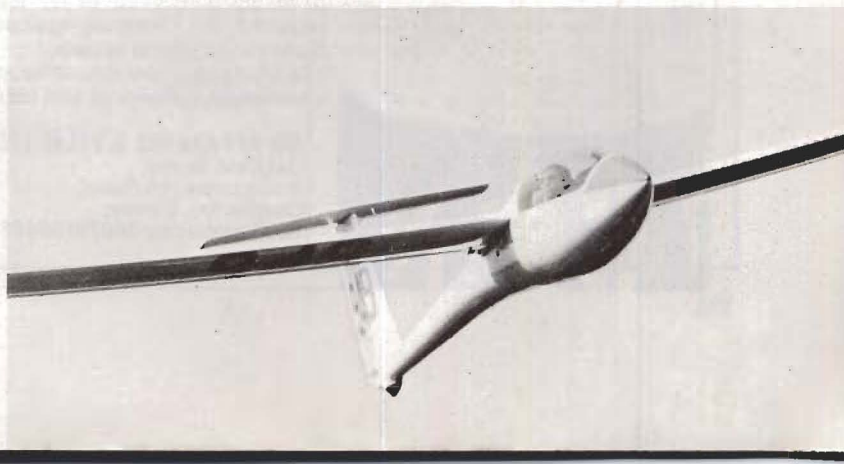
STATISTICS

	STANDARD	OPEN
Entrants	28	37
Contest days	8	8
Kms set (total)	51 755	86 869
Kms flown (total)	24 190	69 220
Completion rate (%)	46.7	79.7
Average task (km)	231	293.5
Average % finishers	49.5	65.4
Best speed (km/h)	89.24	110.46
Average best speed (km/h)	67.47	82.13

Lasham deputy CFI, Ken Stewart. Photo: Sue Hinder.



Alistair Kay (ASW-20FL) who was 11th in the Open Class. Photo: Chris Bryant.



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FINAL RESULTS

Open Class

Fin. Pos.	Pilot	Comp. No.	Glider	DAY 1 16.8 318km ⌭ Headington R/B, Eyebrook Res. Speed (Dist.)	Pos.	Pts.	DAY 2 18.8 305.9km ▲ Birdlip A/417/ A436 R/B, Northampton M1/A508 junction Dist (Speed)	Pos.	Pts.	DAY 3 19.8 266.18km ■ Bicester A/F, Henlow racecourse, Didcot R/S Speed (Dist.)	Pos.	Pts.	DAY 4 21.8 205.46km ■ Pewsey, Frome, Sixpenny Handley Speed (Dist.)	Pos.	Pts.	DAY 5 22.8 305.87km ▲ Northampton M1/A508 junction, Birdlip R/B Speed (Dist)	Pos.	Pts.	DAY 6 23.8 347.82km ▲ Headington R/B, Marlborough College Speed	Pos.	Pts.	DAY 7 24.8 208.27 ▲ Headington R/B, Salisbury Cathedral Speed	Pos.	Pts.	DAY 8 25.8 390.28km Salisbury Cathedral, Lasham Clubhouse, Hus. Bosworth hangars Speed (Dist.)	Pos.	Pts.	Tot. Pts.
1	Jones, R.	XX	Nimbus 2cs	86.31	5	907	(60.32)	1	530	49.47	9	795	68.23	2	958	53.35	12	*734	89.55	5	915	104.47	3	866	75.73	20	784	6489
2	Fitchett, B.	40	ASW-17	94.32	1	1000	103.70	=8	119	51.29	6	816	59.27	11	822	53.87	9	782	94.58	2	995	110.46	1	943	92.26	2	1000	6477
3	Rollings, C. C.	120	Nimbus 2	85.16	=6	894	(56.74)	3	526	57.43	4	886	62.70	9	874	57.74	8	814	86.71	10	870	90.98	15	694	85.54	11	*862	6420
4	Delafield, J.	66	ASW-17	85.19	=6	894	(58.01)	2	527	39.79	=15	684	58.83	13	816	59.54	4	828	86.36	12	865	96.72	7	767	87.50	3	938	6319
5	Garton, C.	31	Nimbus 2c	88.07	3	927	143.58	5	194	62.87	2	926	67.27	4	943	(301.37)	15	600	94.05	3	986	99.88	4	808	85.59	5	913	6297
6	Lee, G.	26	ASW-17	91.42	2	966	167.08	4	238	67.36	1	1000	(123.32)	33	*138	59.51	10	755	94.88	1	1000	106.35	2	916	92.30	1	1000	6073
7	Glossop, J. D. J.	29	Kestrel 19	80.19	12	836	103.7	=8	119	48.82	=11	788	64.88	6	907	60.88	2	839	83.14	16	814	93.60	10	727	77.83	15	812	5842
8	Watt, D. S.	EEV	ASW-20L	86.64	4	911	94.70	=24	102	48.87	=11	788	45.35	23	612	64.88	1	872	86.45	11	866	91.75	11	704	87.22	4	934	5789
9	Wills, J.	265	Nimbus 2	80.92	=10	845	103.70	=8	119	58.21	3	895	71.05	1	1000	(188.17)	16	340	87.23	8	878	95.84	9	758	83.90	9	891	5724
10	Throssell, M. G.	EFT	Nimbus 2a	67.35	26	687	99.90	18	112	39.83	=15	684	47.58	22	646	58.03	5	816	91.58	4	947	98.90	5	795	84.21	7	885	5582
11	Kay, A.	949	ASW-20FL	81.90	9	856	94.70	=24	102	51.17	7	814	44.53	24	600	57.32	7	810	89.22	6	910	81.49	28	572	81.78	10	863	5527
12	Brown, H. F.	817	Kestrel 19	79.56	13	829	103.70	=8	119	40.63	14	694	57.94	14	802	60.00	3	832	87.13	9	877	90.44	30	559	76.85	17	799	5511
13	Purdie, P. G. H.	134	Nimbus 2c	62.97	24	636	102.20	=13	116	48.52	13	784	67.74	3	950	54.76	8	790	83.47	15	819	87.11	=18	644	71.13	25	725	5464
14	Pozerskis, A.	95	Nimbus 2a	69.79	18	715	96.7	22	106	49.00	10	790	67.15	5	941	(123.92)	=19	193	84.62	14	837	96.17	8	760	84.03	8	892	5234
15	Torode, H. A.	DXU	Kestrel 22	60.77	26	611	98.85	20	110	38.94	=17	674	54.94	17	757	48.93	11	743	79.62	18	758	83.65	25	600	73.04	24	750	5003
16	Hawes, C. W.	800	Nimbus 2	76.37	14	792	96.70	22	106	38.95	=17	674	61.18	10	851	(96.29)	26	129	87.75	7	887	83.61	26	599	84.64	6	900	4938
17	Robertson, D. J.	85	Kestrel 19	64.33	23	652	103.7	=8	119	50.53	=8	807	63.53	8	887	(65.29)	31	58	76.53	23	709	87.09	=18	644	81.44	12	859	4735
18	Roberts, D.	826	Kestrel 19	80.98	=10	845	107	7	125	(176.13)	27	370	63.88	7	892	(109.79)	23	160	77.45	22	724	91.14	14	696	73.93	22	761	4573
19	Foot, R. A.	90	Nimbus 2c	54.41	22	653	82.7	31	80	(253.83)	19	580	59.13	12	820	46.78	14	*638	82.42	34	486	79.75	31	550	73.62	23	757	4564
20	Carlton, M. R.	118	ASW-20FL	74.12	25	*616	43.95	36	7	(188.83)	26	404	54.44	18	749	(167.67)	17	295	86.24	13	863	87.43	17	648	75.05	21	776	4356
21	Fleming, A. M.	57	Nimbus 2	75.25	15	779	102.20	=13	116	51.94	5	823	(182.71)	29	400	(74.04)	30	76	75.00	25	685	84.34	29	*562	77.92	14	813	4256
22	Rowland, C.	DNU	Nimbus 2	70.18	17	720	102.20	=13	116	(148.33)	29	294	55.81	15	770	(83.04)	28	99	78.48	21	740	98.63	6	792	77.45	16	807	4238
23	Pozerskis, F.	YX	ASW-17	71.58	16	736	102.20	=13	116	(141.58)	=30	276	54.62	20	*652	(134.42)	18	217	79.05	20	749	91.44	12	700	75.73	20	709	4156
24	Docherty, T. P.	727	Nimbus 2c	68.37	19	699	93.70	28	100	(228.23)	=21	511	(64.70)	34	69	47.66	13	*698	72.63	26	648	85.23	23	620	76.43	18	794	4139
25	Randle, Jane	79	Kestrel 20	57.72	27	575	102.20	=13	116	(228.23)	=21	511	44.64	25	*552	(123.92)	=19	193	75.47	24	693	86.78	=20	640	66.68	28	*617	3897
26	Hynes, K.	245	Jantar 2	66.85	21	*661	94.70	24	102	0	=33	0	48.98	21	667	(105.79)	24	151	72.46	27	645	79.16	32	542	73.62	23	757	3458
27	Pope, M.	46	Kestrel 20	(288.1)	33	404	97.45	21	107	(228.23)	=21	511	53.92	19	742	(123.92)	=19	193	66.87	30	557	87.73	16	652	(289.53)	33	285	3451
28	Cook, P.	EBF	Mini Nimbus c	(307.1)	29	435	69.70	34	56	(172.83)	28	361	55.62	16	767	(77.29)	29	86	70.49	28	614	72.32	33	455	(341.78)	31	345	3119
29	Reed, D. W.	224	Kestrel 19	(277.8)	34	387	94.20	27	101	(33.40)	=33	0	(163.46)	31	346	(110.42)	22	182	63.28	33	500	81.89	27	577	79.86	13	836	2911
30	Batty, C. T.	626	Diamant 18	(271.85)	35	378	82.70	31	80	(228.19)	=21	511	(189.71)	26	420	(63.54)	32	54	64.79	32	524	72.16	34	453	(377.03)	29	385	2805
31	Tull, V.	415	Kestrel 19	(317.6)	28	452	77.20	33	70	(201.83)	25	439	(185.96)	27	409	(96.54)	25	130	67.96	29	574	86.59	22	637	(76.47)	35	42	2753
32	Campbell, D. R.	94	ASW-20FL	(299.6)	31	423	61.45	35	40	(42.90)	32	8	(184.46)	28	405	(8)	=33	0	66.09	31	544	86.76	=20	640	67.36	27	676	2736
33	Hanfrey, A. W.	54	Nimbus 2	(290.1)	32	407	68.70	30	91	(26.90)	=33	0	(133.96)	32	663	(25.29)	=33	0	79.31	19	753	91.30	13	698	(375.28)	30	383	2595
34	Mason, E. J.	DGY	Nimbus 2a	(235.6)	37	319	93.70	28	100	(141.58)	=30	276	(167.96)	30	359	(0)	=33	0	81.05	17	781	84.78	24	614	(104.97)	34	74	2523
35	Corbett, C. G.	844	Mini Nimbus	(243.8)	36	332	99.30	19	111	(231.43)	20	520	(46.84)	19	19	(95.8)	27	128	53.75	35	349	66.94	35	386	(296.53)	—	293	2138
36	Lysakowski, E. R.	860	Nimbus 2a	82.36	6	861	112.83	6	136	—		—	DNF		—	DNF		—	DNF		—	DNF		—	DNF		—	997
37	Warminger, A. H.	44	Kestrel 19	(302.6)	30	428	DNF			DNF			DNF			DNF		—	DNF		—	DNF		—	DNF		—	428
Hors Concours																													
	Lysakowski, E. R.	802	Mosquito			—			—	(252.62)	20	557	43.86	25	590	51.90	10	767	84.34	15	833	89.26	16	672	80.45	13	846	5282

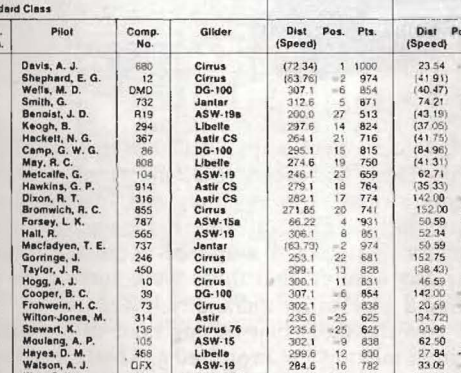
*=penalty, DNF=did not fly

Standard Class

Fin. Pos.	Pilot	Comp. No.	Glider	DAY 1 16.8 318km ⌭ Headington R/B, Eyebrook Res. Dist (Speed)	Pos.	Pts.	DAY 2 18.8 177.5km ▲ Pewsey R/S, Headington R/B Dist (Speed)	Pos.	Pts.	DAY 3 19.8 266km ■ Bicester A/F, Henlow racecourse Didcot R/S Dist (Speed)	Pos.	Pts.	DAY 4 21.8 143.28km ⌭ Sixpenny Handley Dist (Speed)	Pos.	Pts.	DAY 5 22.8 305.87km ▲ Northampton M1/A508 junction, Birdlip A/417/ A436 R/B Dist (Speed)	Pos.	Pts.	DAY 6 23.8 206.69km ▲ Headington R/B, Devizes Castle Speed (Dist.)	Pos.	Pts.	DAY 7 24.8 208.27km ▲ Headington R/B, Salisbury Cathedral Speed (Dist.)	Pos.	Pts.	DAY 8 25.8 222.58km ⌭ Northampton M1/A508 junction Speed	Pos.	Pts.	
1	Davis, A. J.	680	Cirrus	(72.34)	1	1000	23.54	=24	0	50.90	1	1000	(54.81)	2	975	(54.28)	1	302	88.24	1	1000	85.32	1	1000	86.73	2	988	6265
2	Shephard, E. G.	12	Cirrus	(63.76)	=2	974	(41.91)	2	634	186.33	11	593	121.28	=17	568	123.17	7	89	74.57	3	762	79.59	4	903	76.74	9	817	5340
3	Wells, M. D.	DMD	DG-100	307.1	=6	854	(40.47)	5	624	253.18	5	864	118.28	22	533	77.54	17	40	74.61	2	763	71.85	10	772	80.56	4	882	5332
4	Smith, G.	732	Jantar	312.6	5	871	74.21	17	120	(43.34)	2	975	(46.20)	7	891	25.79	=21	0	67.34	11	645	81.15	3	929	77.90	6	837	5268
5	Benoist, J. D.	R19	ASW-19B	200.9	27	513	(43.19)	1	644	(40.27)	3	965	136.28	11	673	90.29	=10	54	69.56	7	681	89.36	15	730	87.43	1	1000	5260
6	Keogh, B.	294	Libelle	297.6	14	824	(37.05)	7	598	228.18	7	763	(39.47)	10	826	86.79	=13	50	66.97	12	639	66.65	20	684	66.80	23	646	5030
7	Hackett, N. G.	367	Astir CS	264.1	21	716	(41.75)	3	633	142.33	15	415	(57.43)	1	1000	76.29	18	39	62.70	17	570	71.70	11	769	77.27	7	826	4968
8	Camp, G. W. G.	86	DG-100	295.1	15	815	(84.96)	16	158	225.18	8	751	(46.57)	6	895	(66.17	4	135	68.73	9	658	67.65	19	701	76.85	8	818	4939
9	May, R. C.	808	Libelle	274.6	19	750	(41.31)	4	630	139.25	=17	402	109.78	24	488	90.04	=10	54	73.99	4	753	78.77	5	689	79.34	5	861	4827
10	Metcalfe, G.	104	ASW-19	246.1	23	659	62.71	18	80	188.63	10	603	(45.41)	8	884	96.04	9	60	71.60	6	714	81.67	2	938	70.28	18	706	4644
11	Hawkins, G. P.	914	Astir CS	279.1	18	764	(35.33)	8	585	150.83	13	449	122.53	16	577	47.04	19	8	67.58	10	649	74.49	7	817	74.87	12	784	4633
12	Dixon, R. T.	316	Astir CS	282.1	17	774	142.00	=12	358	209.33	9	687	124.03	15	587	6	=21	0	69.32	20	532	68.88	16	722	81.23	3	894	4554
13	Bromwich, R. C.	855	Cirrus	271.85	20	741	152.00	11	393	139.25	=17	402	(52.00)	4	947	8.54	=21	0	62.16	18	561	68.04	18	708	73.99	15	770	4522
14	Forsey, L. K.	787	ASW-15B	66.22	4	*931	50.59	22	37	33.15	=23	0	(48.98)	5	918	(49.56)	2	299	71.76	5	717	72.20	9	778	75.53	10	796	4476
15	Hall, R.	565	ASW-19	306.1	8	851	52.34	21	43	234.18	6	787	117.28	=20	540	222.62	3	196	63.56	15	584	81.08	23	590	72.27	16	749	4331
16	Macfadyen, T. E.	737	Jantar	(63.79)	=2	974	50.59	20	47	141.58	16	412	129.78	13	628	87.29	12	51	61.79	19	555	70.93	12	756	74.94	11	786	4209
17	Gorringe, J.	246	Cirrus	253.1	22	681	152.75	10	396	130.25	19	366	130.23	12	631	164.92	5	134	60.00	21	525	70.24	13	745	71.66	17	729	4207
18	Taylor, J. R.	450	Cirrus	299.1	13	828	(38.43)	6	609	0	0	0	120.53	19	563	82.79	16	46	69.32	8	677	73.94	8	807	68.15	21	669	4199
19	Hogg, A. J.	10	Cirrus	300.1	11	831	46.59	23	23	33.5	=23	0	(53.88)	3	966	130.67	6	97	66.22	13	627	68.29	17	712	74.37	14	778	4032
20	Cooper, B. C.	39	DG-100	307.1	=6	854	142.00	=12	358	142.83	14	417	121.28	17	568	104.04	8	69	64.25	14	595	62.68	24	*557	82.67	24	575	4003
21	Frohwein, H. C.	73	Cirrus	302.1	=9	838	20.59	=24	0	255.18	4	872	58.64	26	130	84.54	15	48	70.92	22	*503	69.73	14	736	74.66	13	781	3908
22	Wilton-Jones, M.	314	Astir	235.6	=25	625	(34.72)	9	581	161.33	11	492	109.53	25	486	31.79	=21	0	57.00	24	478	65.49	21	664	67.00	22	478	3804
23	Stewart, K.	135	Cirrus 76	235.6	=25	625	93.96	15	190	160.83	12	490	117.28	=20	540	0	=21	0	49.92	26	363	62.70	22	616	70.09	19	702	3526
24	Moulang, A. P.	105	ASW-15	302.1	=9	838	62.50	19	79	120.75	20	327	114.78	23	523	89.04	12	53	54.91	25	444	61.72	26	*551	68.52	20	676	3491
25	Hayes, D. M.	468	Libelle	299.6	12	830	27.84	=24	0	115.75	=21	307	(44.08)	9	871	86.79	=13	50	63.42	16	582	(194.27)	27	255	61.88	25	562	3457
26	Watson, A. J.	GFX	ASW-19	284.6	16	782	33.09	=24	0	115.75	=21	307	47.64	27	53	46.54	20	7	57.19	23	481	74.55	6	818	67.89	22	665	3113
27	King, Sally	324	Astir CS	240.0	24	639	133.00	14	337	—	=23	0	128.76	14	620	0	=21	0	(114.55)	27	124	58.89	25	553	59.47	26	520	2793
Hors Concours																													
	Ellis, C. A. P.	9	Dart 17R	169.6	28	414	122.75	—	291	36.0	=23	0	(44.36)	9	873	20	=21	0	42.43	27	278	54.09	27	491	59.88	26	527	2854

*=penalty, DNF=did not fly

New: Glaser-Dirks DG-200/17



ALL GLASS FIBRE TRAILERS NOW AVAILABLE AT £1800 — WITH FITTINGS

IMPROVEMENTS ARE

1. Single piece canopy
2. Automatic self-connecting elevator
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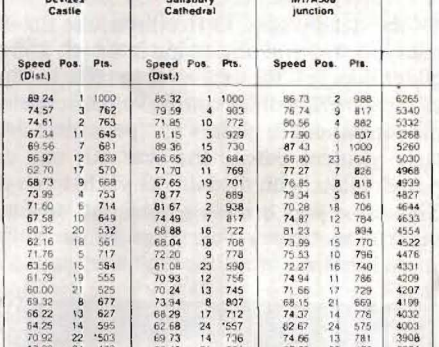
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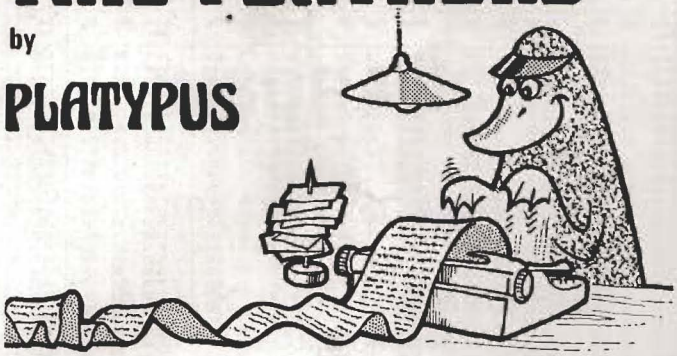
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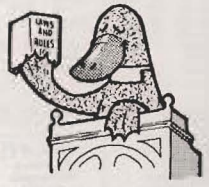
TAIL FEATHERS

by

PLATYPUS



THE SEVENTH SIN



Of the deadly sins, O Brethren, the deadliest is Pride. It takes many forms, and one shape in which it manifests itself amongst glider pilots is, for example, to refer to those ordinary members of the general public who have the sense not to spend their time messing about in gliders as "peasants". Another form, particularly virulent before the war but still endemic, is to regard power pilots with disdain, as yachtsmen do motorboat-owners. This error was briskly sorted out, so far as I was concerned, more than twenty years ago by an ancient aviator who had soared and motored through the air for countless hours over



untold years, man and boy, peace and war. Cornering us brats in the bar where he had overheard some cocky remarks of the above ilk, he demanded to know (rhetorically, being quite uninterested in any answers) whether we had ever: flown at night; or across oceans; or in fog; or monsoon; or blizzard? Had we? Of course we hadn't. We were a bunch of fair-weather fliers who only knew a fraction of what aviating was about. That shut us up. Of course, since then I have flown gliders in torrential rain, hail, snow, ice, fog (or at least very, very low cloud) and have groped my way onto the ground in near-dark. (Your insurance brokers are on the 'phone; shall I tell them you're out? ED.)

But in all those cases I had started out flying in sunshine with no intention of grappling with the murky elements. Fair-weather fliers in such situations begin to feel very humble and sit there promising fervently that if they get back on the ground in one piece they'll never do it again, honest, cross their hearts.

Powered aircraft are able to get into situations that gliders cannot get into. That's why a power pilot *needs* to be better than a glider pilot in dealing with bad weather. The times, however, that a glider pilot can get into an unaccustomed bad-weather plight, are when he is on tow, usually when retrieving or ferrying a glider from A to B.

My worst fright ever (and that is saying quite a bit) is something I intend to bore you with right now.

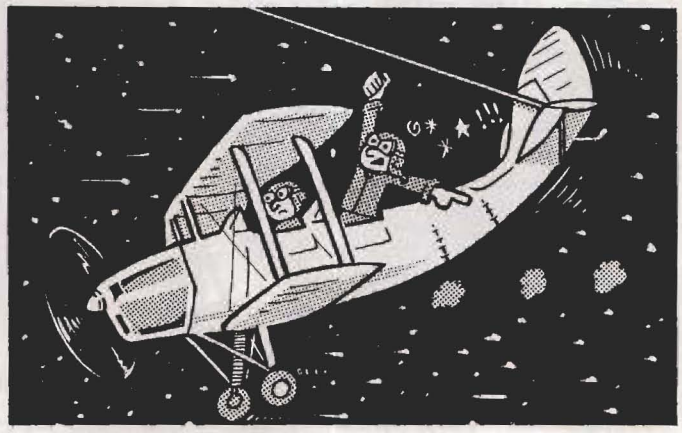
Cold Sweat

There can be some very good soaring weather at Easter, especially if the wind has a bit of a North in it. But that can mean snow, too. One Easter day many years ago I enjoyed myself soaring back and forth along the front edge of a massive and inpenetrable snowstorm, which gradually pushed me southwards until I decided to land at a friendly site 20 miles downwind before I ended up in Cornwall. I rang my home club and told the member who answered where I was and that I would call again later when and if I wanted an aerotow retrieve. I was quite specific-because in the few minutes between landing and making the call, an inch of snow had already fallen and in half an hour the place looked like the North Pole. To my



surprise, in the first clearance a tug landed with two of my clubmates aboard. They had been told, incorrectly, that I wanted an aerotow retrieve. It was sunny and soarable back at base, so they couldn't hang about, since the tug was urgently needed by my fellow members. I muttered about the threatening low clouds, was assured that there were some gaps we could get through and was rather unhappily towed off.

What followed was the most hair-raising hour of my entire gliding career. Within minutes the promised gap had closed and the tug vanished ahead of me in a billion snowflakes. The turbulence was equivalent to the average cu-nim or wave rotor cloud, with the added discomfort that the ground was steadily rising as we crawled into the buffeting headwind across the range of hills that separated the two sites. There was no question of my pulling off and landing since we were all of 300ft above the high ground which was only occasionally visible in the blinding whiteness of the storm. A score of times the tow line snaked back in loops that swayed far under the glider or way out to one side, then without warning it would go violently taut as the tug reappeared amid the whiteness, often 40° above



or below or to one side. On some occasions we found ourselves flying in formation, trailing the line between us in a wide "U". A collision, a line snarled around the wing or a linebreak were each time on the cards. Why the line didn't break, I can't imagine. It must have been the toughest towline since D-Day.

In desperation I tried to keep the line straight by using airbrake — though fearing that excessive use of brake would lose us our precious 300ft (there was no question of flying higher, since the occasional glimpse of the rugged winter landscape was essential, navigationally, to our tug driver). As I touched the brake lever, the undercarriage warning horn sounded loudly — so I remembered to create some drag by lowering the wheel. Then I learned how to skid with crossed controls in anticipation of the line slackening and things gradually began to come back under control. I was learning fast. Eventually we broke out into brilliant blue skies quite near home after a massive, meandering tour of the countryside. It had taken an hour to cover 20 miles.

It took me another hour of gentle local soaring under the post-frontal cumulus to recover my nerve sufficiently to land.

I do not think lessons on how to be aerotowed in blizzards are relevant here — other than don't. The only proper lesson — apart from making sure that whoever takes your retrieve message writes it down and repeats it to you verbatim — is, if you don't want to go *don't go*. The lethal sin of pride embraces the



desire not to lose face, not be thought a coward, not to risk being a nuisance and therefore unpopular. Don't give in to it.

Physician, Cure Thyself

(Or — If I Can Buy It I Can Fly It*)

In America, I was told, there is a special "Doctor's Syndrome" that causes many accidents. A doctor or other successful professional or businessman, who after early years of hard work and poor pay when he had no time or money to learn to fly becomes successful in middle-age, takes flying lessons and buys himself an aeroplane. (Or worse still, the other way round.) He then, with very few hours in his logbook, takes up his friends or family to show off his new toy and kills off the whole lot in very short order. That is what you can really call a tragedy. Newspaper journalists use the word *tragedy* to describe any sad event, from a mother of five being struck by lightning to Spurs losing at home to AC Milan, but I am using it in the proper Greek sense to mean the destruction of a good man by *hubris*, best translated into aviationese as over-confidence. Successful middle-aged men have got where they are in the world, not by humility, but by giving orders; they are used to telling others what to do; they expect to be deferred to. They don't take kindly to being lectured or grounded by instructor-chappies half their age and earning a tenth of their pay. Nobody can tell them anything. In England I can think of at least two or three fatal cases of this happening to well-to-do men (not doctors; they don't get so rich over here) buying high performance gliders immediately after going solo and then getting far out of their depth. Their still surviving confrères might read this, or better still read John Willy and Bill Scull.

* *See* Soaring, *April 1980*

(Have you finished your sermon? The Congregation are getting restless in their pews. ED)

Yes, that's about enough on Pride. Next time we might do something on Gluttony and Lust, which are considerably more enjoyable and relatively safe. At least I've never known anyone grounded for them at my club.

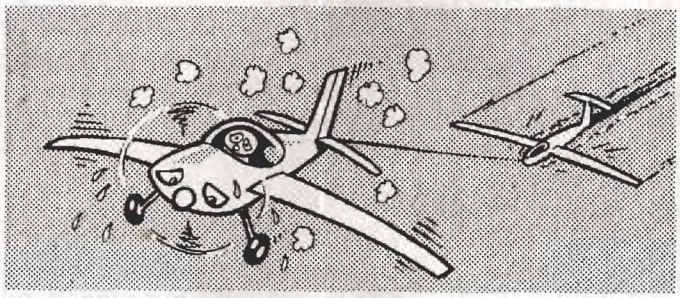


Go West Young Man

Talking about America, you all gotta get out there as fast as you can. With our oil money bolstering the pound, you'll find the food is good, plentiful and cheap. So are transatlantic air travel, petrol, car hire, motel accommodation and, above all, bounteous thermals and wave. Flying costs are similar to Britain's. After nine years absence I revisited Wave Flights Inc in beautiful Colorado Springs. My thanks to Mark, George and Naomi for an enjoyable two days' flying. Best club aircraft is now an IS-29 Lark(the Rumanian flapped 15m, well known in England). The lift! And the sink!

What the butler soars

You can understand why the chief preoccupation of the top contest pilots in the USA seems to be how much weight they can get into a glider without the wings collapsing on take-off or the wheel coming up through your vertebrae on landing. I hear Dick Butler's Nationals-winning Glasflugel 604 (an early relative of the Kestrel 22, with a massive three-piece wing) has been honed to slippery perfection and cruises along at *1800lbs* all-up weight. I need to find out more about this monster, reputed to achieve about a 53:1 glide angle. Apart from the three problems



of getting off the ground, going round corners and getting back down again, it must be sheer delight to fly. I have asked the editor if we can't have some articles on go-faster techniques. After all, I calculate that when choosing between new gliders on the market, every extra point of glide angle costs about £1000, so if we can believe George Moffat's claims about the benefits of fine-tuning, gap-filling and wing-profiling, then it is all very, very worthwhile. Then there's the psychological effect of knowing you've got the best ship around, even if its just by a half a point.

"Yes, then after 2000hrs work a swarm of flies and a squadron of seagulls come along and spread ★★★★ all over your lovely new leading edge!"

(Sorry, that's my partner; always interrupting . . .) □

BGA AND GENERAL NEWS

BGA WEEKEND 1981
Derby & Lancs Gliding Club are organising the next BGA Weekend on March 7-8 at the Palace Hotel, Buxton. Full details in the next issue.

BRITISH TEAM FOR 1981
The British Team selected for the 1981 World Championships at Paderborn is

Open Class: George Lee and Bernard Fitchett, reserve Chris Garton;

15 Metre Class: Brian Spreckley and Andrew Davis, reserve David Watt.

As the current WGC rules limit the National Teams to four pilots, the Squad opted unanimously to fly in Open and 15 Metre Classes only, two pilots in each, to maximise mutual back-up.

In mid-September the Squad pilots, plus Ralph Jones, the only non-squad 1980 Champion, voted through a secret ballot for the Open and 15 Metre list with the following results: **Open** — Lee, Fitchett, Garton, Jones, Spreckley; **15 Metre** — Spreckley, Fitchett, Davis, Watt, Garton.

A secondary vote was needed to resolve the duplication in the No. 2 place and this resulted in Bernard Fitchett being selected to fly Open; this decision automatically evolved the Team as reported above.

The Team will now remain unchanged even if the organisers or the equipment situation should necessitate a revision of the Class representation.

Our congratulations to the Team; under Mike Carlton's firm control it only remains to wish them the absence of bad luck and every success at Paderborn.

Other Teams selected:
Austria: Alf Schubert, Andreas Hämmerle (15m), *Heimo Steiner, Heinz Hämmerle* (Std).
Belgium: *Paul Bourgard*, Henry Stouffs (15m), Michael Bluekens (15m), *Eddie Huybreckx* (Std).
Egypt: *Mohamed Cararah, Adel Lelbhene.*
France: François Ragot, *Gabriel Chennevoy, Marc Schroeder,* Jaques Rantet.
Germany: *Hans Glöckl,* Klaus Holighaus (0), Bruno Gantenbrink, Ernst-Gernot Peter (15m).
Holland: Daan Paré (15m), Cees Musters (15m), Baer Selen (Std), *George Schuit.*
New Zealand: Tony Timmermans, Ian Finlayson, *Bruce Fowler,* Alan Cameron.
Switzerland: M. Oswald, *B. Obrist,* H. Nietlispach, A. Schultess.
USA: Karl Striedieck, Dick Butler, Ben Greene, *Ray Gimmey.*
(Names in italics denote first time entries).

1981 UK COMPETITIONS CALENDAR
The new Nationals structure was an overwhelming success and therefore remains unchanged for 1981, *ie* separate events will be held for the 15 Metre Class and for the combined Open and Standard Classes. During 1981 the practicalities of running separate events (time and venue) in Open and Standard Classes will be examined with the view to introducing three entirely self-standing Nationals, one for each Class, in 1982.

As of mid-October, the following 1981 competition dates have been allocated: May 5-14, **Inter-Services Regionals,** Greenham Common; May 16-25, **NATIONALS OPEN AND STANDARD CLASSES,** Services GSAs, Greenham Common; May 30-June 7, **East Midland Regionals,** Buckminster GC, Saltby (provisional); June 13-21, **Western Regionals,** Bristol & Gloucester GC, Nympsfield; June 27-July 5, **Competition Enterprise** (unrated), Herefordshire GC, Shobdon; July 11-19, **Northern Regionals,** Yorkshire GC, Sutton Bank (provisional); July 25-August 2, **Lasham Regionals,** Lasham GS, Lasham; August 8-16, **Booker Regionals,** Wycombe Gliding School, Booker, and August 22-31, **NATIONALS 15 METRE CLASS,** London GC, Dunstable.

Please note that two events are provisional at this stage.

NB The entry forms for the Nationals are available from the BGA office and the closing date as usual will be January 31, 1981.

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SPECIAL NOTICE

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We would like all owners or users of our parachutes to write to us for a questionnaire.

The information that you send us will help us to improve future designs and enable us to keep you appraised of safety information on your parachute.

In order to help you to put pen to paper we will be conducting a draw of all completed questionnaires — the first one out of the hat to win £25; the winner will be published in Sailplane and Gliding.

Please note that you can now telephone us on the same number as before but now during normal office hours.

SQUAD SELECTION FOR 1983 WORLD CHAMPS

Although the Championships at Paderborn are yet to take place, it is already time to think ahead to the next but one Championships in Argentina.

The Team will be selected in September 1982. The exact method of selection is currently under review and will be announced before the start of the 1981 season; at this stage it is perhaps fair to assume that the 1981 competition results may have a bearing on the selection.

A 16 person Squad will be evolved in the autumn of 1981 and will consist of

— 1981 National Champions and the runners up

— others (a minimum of ten or as necessary to make up a total of 16) as selected by a voting panel of 40, comprising the 12 top pilots in each Championship Class plus the 1981 Team pilots.

Ted Lysakowski, *Chairman BGA Competitions Committee.*

NATIONAL LADDER WINNERS

Brian Spreckley heads the National Open Ladder with the unprecedented total of 9881 points to win the Enigma trophy. His flights were all out and returns in his ASW-20, flown independently from Lasham during the Open and Standard Class Nationals. The distances ranged from 398km to 530km and the speeds from 74km/h to 84km/h, reports Mike Randle, National Ladder Steward.

The first five places on the Open Ladder are held by Booker based pilots.

Philip Gaisford, aged 23 from Swindon GC, wins the Club Ladder and the L. du Garde Peach trophy for flights in club gliders. All his flights were 200km triangles in his club's Astir CS, two while taking part in the Junior Squad Training with John Williamson.

Mike has worked out that Swindon GC (268 points) is top of the club table with Essex (179) second and Coventry (178) third, though there isn't yet a trophy. The points from both ladders were totalled for each club, then divided by the number of flying members, taken from the Annual Statistics.

Open Ladder

Leading pilot	Club	Pts	Flts
1 B. T. Spreckley	Thames Valley	9881	4
2 L. E. Beer	Thames Valley	7252	4
3 F. J. Sheppard	Airways	6682	4
4 D. S. Watt	Airways	6513	4
5 C. C. Rollings	Airways	5904	4
6 T. E. Macfadyen	Cotswold	4937	4

Club Ladder

Leading pilot	Club	Pts	Flts
1 P. A. Gaisford	Swindon	5014	4
2 B. Pentecost	Surrey &Hants	4842	4
3 C. Lovell	Surrey & Hants	3927	4
4 A. Brierley	Midland	2138	4
5 T. Bramfitt	Kent	2028	3
6 P. Crossley	Thames	1544	4

RECORD FOR JOHN

National Coach, John Williamson, is claiming a 400km goal and return British National multi-seater record for a flight in a Twin Astir on August 24 when he flew from Lasham to Syerston and back in 6hrs 45min during the Nationals. His passenger

BGA ACCIDENT SUMMARY —

Compiled by ARTHUR DOUGHTY, Chairman of the BGA Safety Panel

This is the final summary for the BGA year which ended September 30. 1979 was a bad year and first indications are that 1980 was no better with 161 assessable accidents, 93 minor and 68 substantial. There were 42 field landing accidents, an increase of 31.25% compared with 1979 (32) offset by a welcome reduction of 42.30% in the number of accidents due to failed winch/autotow launches, 15 compared with 26 in 1979. A more detailed analysis will be prepared when launch figures are available and will be included in the Annual Report and published in "Accidents to Gliders — 1980" early in 1981. In the meantime I leave you with this thought to ponder upon, **"Learn from the mistakes of others, you won't live long enough to make them all yourself!!"**

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew Age	Pilot/Crew Injury	Pilot/Crew	SUMMARY
INC	K-7	1959	M	12.07.80	Withybush	—	—	—	Port airbrake blade was noticed projecting about 1in above wing surface during flight and after landing some stiffness was noted in port aileron movement. Further examination revealed that one of the brackets carrying bellcranks on root rib was fractured at bend just above lower attachment bolt.
118	Std Cirrus	2015	M	28.05.80 12.30	Duxford	34	N	203	Opted to land in first 500yds of A/F as there was another glider on landing area. Reduced height with airbrake on downwind and base legs and base leg flown too far downwind. Undershooting on approach and clipped top of motorway embankment with port wing before landing on airfield.
119	Kestrel 19	1683	M	06.07.80 15.30	Collingham, Notts	36	N	700	Approach into field in light wind. Operated tail chute "which appeared not to work" so full airbrake used. When lower down noticed tail chute was operating and when undershooting was apparent tried to jettison but chute caught in top of hedge causing glider to land heavily and ground loop.
120	Pilatus B-4	1823	S	26.06.80 15.30	East Cholderton, Wiltshire	52	N	130	On extended base leg after local soaring and relying on altimeter did 360° turn to use up height and then commenced a second circle during which it was noted the "ground was nearer than instrument recorded". Did low 90° turn to avoid trees during which wingtip touched ground causing groundloop in field outside A/F.
121	Mini Nimbus	2597	M	21.07.80 17.00	Long Mynd	57	N	1200	On landing reported by witnesses to be normal the undercarriage GRP legs failed allowing fork ends to move rearward and become embedded in fuselage at bottom of wheelbox. Inspection suggests failure was progressive.
122	K-7	2306	S	27.07.80 21.18	Ringmer	33 P 2 41	N M	172 3 P 2	Last flight of day at dusk with 3-4kt wind. Modified circuit to land towards hangar and trailers which gave a downwind component. Full airbrake on approach and touched down about half way across field. On ground run little retardation from nose skid due to heavy dew and continued until collision with trailer.
123	Std Libelle	1756	S	30.05.80 14.20	Preston Capes, Northants	27	N	103	Decided general area "not too bad for landing" and picked field by time he was down to 1000ft agl but at 700ft saw it was ridge and furrow at right angle to approach. Went for alternate arriving at 500ft and planned circuit to give a long approach to adjust height. Cracked brakes briefly after final turn then shut them realising he was undershooting. Clipped trees on boundary, yawed and pitched nose down into field.
124	PIK 20o	2235	S	30.07.80 12.50	Long Mynd	50	N	125	Launch from downwind side of retrieve winch 1½ spans clear. During ground run wingtip touched ground and picked up retrieve cable which during launch slipped down to root and cut into wingroot L/E and fuselage. Retrieve and main winch drivers both guillotined cables and glider landed safely.
125	Std Cirrus	2022	S	20.07.80 14.00	Keevil A/F	40	N	380	Attempting to return to A/F after lift on hill 4 miles from site reduced after passage of shower. Thought he would not reach A/F and planned to land in field adjoining but on reaching downwind boundary decided to continue, and raised U/C. Halfway across field dived to build up speed to clear 15ft A/F boundary hedge. Tailskid touched ground, glider struck hedge and fence.
126	Speed Astir	2519	S	30.07.80 17.30	Ettington, Warwickshire	24	N	137	At 2000ft selected landing area and arrived over chosen field at 1000ft to find it was crop. Went for alternate with uphill into wind approach arriving at 600ft. On downwind estimated wind at 15kt and commenced approach with some airbrake and closed them. On final approach experienced turbulent sink and undershot into boundary fence. Wind gusting 30-35kt.
127	Olympia 2B	803	S	05.08.80 15.30	SW face of Black Combe, Millom, Cumbria	22	N	139	Aerotowed to Black Combe and after hill-soaring for about an hour between 1700-2000ft cloudbase lowered. Pilot entered cloud and after about 5sec encountered severe turbulence and arrived on a shoulder of the hill at 1700ft.
128	ASW-20	?	S	22.07.80 13.30	Chinnor, Oxon	35	N	1400	Pilot was final gliding to a field previously used by the club unaware it was under crop and did not appreciate change of use until it was too late to alter decision. Competition flight.
129	Mini Nimbus	?	W/O	22.07.80 17.30 approx	Rotherfield, Greys, Nr Henley Oxon	31	F	150 app	On final leg of competition flight, 8 miles from finish. Circumstances indicate glider entered a spin and struck the ground in a steep nose down attitude with virtually no forward movement.

was Maggie Buchanan whose husband John, from the Southdown Club, was on a course at Lasham and on that day completed a 500km triangle.

Ironically the three Nationals' Classes were only set a 208km.

ROYAL AERO CLUB AWARDS

Congratulations to John Jeffries on being awarded a Royal Aero Club Bronze Medal for 1979 for his many gliding achievements and to Mike Garrod on the award of an FAI Paul Tissandier Diploma in recognition of his work on the National Ladder scheme and in Met forecasting. They are both London GC members, John being the CFI.

TUG REMINDER

Glider tug Certificate of Airworthiness Renewals (three year "Star" inspections). Club managers are reminded that there is a need to make advanced preparations/arrangements for the next (three year) C of A renewals under BCAR A8-15 procedures, BGA "Technical Procedure Manual (T) Tugs", together with "Tug Managers Advisory Package" are available from the BGA office.

R. B. Stratton, *BGA Chief Technical Officer*

ADVANCE NOTICE — INSTRUCTOR COURSES

A full programme of BGA courses will be published in the next issue of S&G. Meanwhile advance notice is given of the first six Instructor Courses in 1981. Intending students should telephone or write to the BGA for application forms.

Lasham, March 9-15, 1981; **Lasham,** March 16-22, 1981; **Lasham,** March 21-27, 1981; **Booker,** March 28-April 3, 1981; **Booker,** April 4-10, 1981 and **Husbands Bosworth,** April 11-17, 1981.

BGA HOME-BUILT SAILPLANE COMPETITION

In 1979 the BGA announced a competition aimed at encouraging designs or kits suitable for home construction. A prize of £3000 was offered for a "thoroughly useful and practical sailplane" whose L/D max should not be less than 30:1. Entrants were required to submit preliminary proposals by June 30, 1980, from which a short list would be invited to "submit full and final proposals". The BGA appointed a Jury consisting of Alan Yates (Chairman), Doug Jones, Roy Procter, Howard Torode, John Williamson and Dick Stratton to consider the twenty designs entered.

The Jury decided that three designers, K. R. Davis, P. A. C. Wheatcroft and the team, K. Emslie/J. Gibson, be invited to submit full proposals by January 31, 1981. The Jury were, however, anxious not to discourage other entrants, many of whom had done considerable work on their designs. They therefore invited them to join the three front runners in submitting final proposals.

In particular, five of the designs were of small gliders which involved especially interesting technology in either materials, structural or aerodynamic design such that they should be considered for an award to

130	SHK 1	1426							Duplicate report of 116/80.
131	Vega	2448	M	15.07.80 12.00	Beacon Farm, Marlow	45	N	270	Abandoned short practice task in marginal soaring conditions to return to airfield. Crops and livestock reinforced aim to reach A/F but at 100ft realised there was unacceptable risk of hitting A/F boundary. Turned to land into wind and wingtip caught barley and precipitated a ground loop.
132	K-6CR	1323	N	02.08.80 17.30	New Close Farm, Impington, Cambs	21	N	16½	Local soaring in poor visibility, 3-5 miles, and became uncertain of position. Position established on NW side of town with A/F on SE. Decided not to overfly town and selected field which he thought was stubble. On downwind saw it was standing wheat in which landing was made while aiming for flattened area.
133	K-6CR GB IIb	2287 615	S M	07.08.80 16.09	Long Mynd	18 —	N —	47 —	Pilot alleged approach was obstructed and with full airbrake attempted to pass between retrieve winch and GB being prepared for flight. Lifted stbd wing over retrieve winch and port wing struck stbd mainplane strut of GB yawing K-6 to port.
134	Pilatus B-4	1774	W/O	03.04.80 15.30	Medstead, Nr Alton, Hants	54	F	?	Glider was seen performing looping manoeuvres, followed by short period of level flight then further looping manoeuvres until it crashed at the edge of a wood. At some stage, not witnessed, the pilot apparently baled out and his body with undeployed parachute attached was found about 650m away.
135	Olympia 463	?	W/O	31.07.80 12.30	Edenthorpe, 4 miles NW of Doncaster	36	N	23	Drifted downwind of A/F and after 2hrs selected burnt off stubble field for landing. Turning from downwind to base leg drifted downwind of trees on downwind boundary and feared he would not clear them on finals. Converted crosswind leg into finals for a crosswind landing into adjacent cornfield. Fin hooked 66Kv power line while passing below, pitched to ground.
136	ASW-19B	2451	M	12.06.80 15.00	Doncaster	73	N	60	At commencement of aerotow launch airbrakes were seen to open. Pilot informed by radio but took hold of and cycled the U/C lever. Thought airbrakes were disconnected so released and made full brake and wheel up heavy landing in nearby park.
137	K-6CR	1222	M	22.07.80 15.15	Minchinhampton, Gloucestershire	34	N	52	Experiencing strong sink local soaring pilot picked field which had power wires 25ft high on approach. After clearing wires, partially opened airbrakes, speed decayed rapidly resulting in a semi stalled heavy landing.
138	Blanik	1831	M	30.07.80 18.45	Cosford P2	25 ?	N N	365 ?	Winch driver selected wrong gear and just after T/O cable 'chute deployed and speed decayed. P1 said, "I have control" and pupil said "Pardon" and retained hold of control column which resisted P1's attempt to lower nose. He repeated "I have control" and resistance vanished but he was unable to recover speed and a heavy landing resulted.
139	Cirrus 75	?	M	11.07.80 15.45	Barleythorpe, Nr Oakham	26	N	850	On last leg of comp: task flying through drizzle. Selected field with uphill gradient and on commencing roundout stalled onto ground from 6-8ft. Combination of wet wings, insufficient speed, reduced visibility through wet canopy and wind gradient on lee side of hill.
140	Speed Astir	2519	M	13.07.80 12.00	Saltby	53	N	600	Aerotow take-off abandoned when glider started to swerve. Was about to get out when groundhandlers arrived and pushed back for immediate relight. At 500ft during tow canopy blew off and struck tailplane causing minor damage.
141	PIK 20D	2444	M	10.08.80 10.30	Saltby	31	N	700	At start of autotow launch overran cable which fouled U/C. At top of launch cable did not release and tow car driver did not release. After turning downwind, turned back into wind to land and just before touchdown cable pulled tight causing heavy landing and ground loop.
142	K-13	2259	M	27.06.80 11.10	Saltby P2	27 21	N N	110 3 P2	After previous satisfactory landings the pupil did not round out and the instructor was too late to take over to prevent a heavy landing.
143	Vega	?	M	20.07.80	Tarrant Rushton	50	N	1400	After aborting a previous launch because of slow speed and a long ground run, a second attempt was made. Winch acceleration was again slow and lift off was achieved when the flap setting was changed. At about 3ft a wing dropped, the tip touching the ground inducing yaw. Touched down travelling sideways and ran onto rough ground and standing corn.
INC	ASW-20	?	N	16.08.80	Nympsfield	55	N	1500	On approach to cluttered landing area and had difficulty selecting full flap so left half flap selected. Thought airbrakes were less responsive than usual, attributed it to half flap and cross wind. Kissed grass at roundout, looked down and saw he had been using U/C lever for airbrake. Lifted glider momentarily lowered U/C and landed without further incident.
144	Olympia 2B	935	S	11.07.80 13.25	Cambridge	50	N	2	First flight on type. Instructor witness reported flight was uneventful with final turn at 400/450ft in a safe position behind downwind boundary. Airbrakes were opened fully and remained open until collision with boundary fence. Pilot was aware of high rate of descent and was convinced he had closed airbrakes to adjust glide path.

145	ASW-15	1582	M	22.07.80 17.30	Dunstable	33	N	83	Pilot was attaching wing and tail dollies prior to towing glider by car. Glider rolled backwards and trailing edge of port wing struck the car.
146	Astir CS	2144	M	09.08.80 13.30	Chedworth A/F	35	M	342	Comp task. Selected field ½ mile from A/F then saw another glider slightly higher and near to A/F make an approach to it. Decided to follow and concentrated on other glider and failed to monitor his own approach adequately across a long green meadow. Touched down 40 yards short of A/F and ran into barbed wire boundary fence.
147	Swallow	2130	M	03.08.80 15.45	Duxford	26	N	2½	Circuit was observed and appeared satisfactory but pilot levelled off too high and glider dropped in from about 6ft. A heavy landing check was made around lower fuselage and wheelbox but a chordwise split in upper surface ply of port wing torsion box was not discovered until next DI.
148	Pirat	1733	S	23.08.80 15.30	Chard, Devon	34	N	66	Picked field at about 1200ft and planned crosswind approach but thought height was excessive on turning finals. Applied sideslip and found glider was drifting over trees on downwind side of field. Took off slip, corrected approach and on touch down groundlooped to avoid running into upwind bank/hedge.
149	K-6CR	2314	S	19.08.80 14.30	Crewkerne	39	N	74	Selected cut hayfield at about 1500ft agl and decided to land after failing to thermal away after 5-6 circles in weak lift on downwind leg. On approach noticed field sloped downhill and there was risk of overshoot which might be prevented by groundloop. Bounced on touch down and inadvertently applied rudder precipitating ground loop on next touchdown.
150	K-6CR	1219	S	03.08.80 15.55	Saltby	63	N	23	Observed a lower glider approaching base leg on opposite hand circuit and decided to give way by turning right. Over-ruddered slow turn at 500ft developed into a spin. Recovered just in time to make downwind landing into ripe corn with ground loop to avoid collision with hedge and tree.
151	Kestrel 19	1716	W/O	16.08.80 18.30	Hartley Westpall, Nr Basingstoke	60	N	2550	Competition flight on last leg 15km from finish. Landing attempted into ploughed field with 300yd landing run, 5kt crosswind and into sun. Minimum clearance over boundary hedge and trees and caught branch of dead tree.
152	SHK	1578	M	02.08.80 17.00	Aboyne	48	N	383	First flight on type with T/O in 5-8kt crosswind off narrow runway. On ground run glider weather cocked despite corrective action. Before release could be effected glider ran off runway over an embedded rock causing glider to bounce and U/C collapsed.
153	Club Astir	2450	M	15.08.80 16.30	Wycombe Air Park, Booker	16	N	15	Modified circuit because of another glider below and ahead. Landed on an area of rough, filled, ground covered with weeds and scrub and other rubbish unaware that it was not part of the movement area or suitable for landing. Underside of wing punctured and scratched.
154	Blanik	1397	N	25.08.80 16.35	South Marston	40	N	?	At start of autotow launch overran and picked up shock rope round wheel. Signaller failed to give stop and launch continued to about 1000ft. Towcar driver released cable when cable was seen not to be released by glider. Glider landed downwind without cable which caused minor damage to property of third parties, car bonnet, window, tiles, etc.
INC	K-7	?	N	05.07.80 ?	Lee-on-Solent	?	N	?	K-7 on finals and pilot saw Swallow turn from downwind to finals. Swallow caught up with and descended onto K-7. Contact between main wheel and starboard wing of K-7, 4ft from root while K-7 was 8ft above runway. Swallow pilot closed airbrakes landed ahead and to right. K-7 landed normally.
	Swallow	?	N			?	N	3	
156	Nimbus 2B	2375	S	18.08.80 15.00	Charlton Kings, Nr Cheltenham	42	N	2020	On finals with 5kt tailwind into field with up gradient and steep slope in first 100yds. Tractor was driven from top of field onto reciprocal of landing path. Glide path adjusted to touch down on last part of steep slope but with insufficient speed to round out fully. Hit slope, bounced, hit slope again and rotated through 120° wings level. Competition flight.
157	ASW-15	?	M	23.08.80 10.00	Portmoak	54	N	276	At commencement of aerotow launch in crosswind downwind wing dropped. Correction applied until upwind wing touched ground and combined with weather cocking yaw induced. Glider pitched into air on running over a bump and dropped back to the ground while travelling sideways.
158	T-21B	2036	W/O	24.08.80 19.15	Lindholme A/F	17	M	4 mins	Second solo and initial climb reported a "little steep." Cable broke when glider was at about 50ft followed by a short delay before elevators were seen to go fully down during which glider stalled and dived to ground.
159	K-13	1627	M	14.08.80 15.00	Usk	28	N	380	After flying satisfactory circuit pupil was apparently having problems with directional control on final stage of approach. While monitoring pupil, instructor failed to appreciate close proximity of ground and touchdown was made with some sideways component.
					P2	25	N	48 mins P2	

encourage further work on them. The designers R. Allman, G. Inness, A. Luff, J. Odell and J. Riley were, therefore, invited to a meeting at Dunstable on September 27, 1980, to discuss their proposals with members of the Jury, other entrants and those who might be interested in plans for manufacture.

Some fifty enthusiasts attended to discuss the prospects of reviving the art of home-building and were encouraged to see Mike Garrod's American Eaglet in an advanced state of construction. The meeting was found to be a valuable exchange of views and will, it is hoped, be repeated.

Alan Yates, *Jury Chairman.*

TECHNICAL NEWS

1. Imported secondhand gliders — state of repair. The Technical Committee's attention has recently been drawn to unorthodox repairs to a K-2 wing, imported into BGA Territory! Wherever possible an export C of A, or a current domestic C of A, or other proof of airworthiness, must be provided to the BGA, when application for C of A is made. *CAVEAT EMPTOR.*

2. "Research" towards advancing the gliding state-of-the-art. From time to time the BGA may be able to assist with worthwhile "research" providing a convincing case, with realistic cost estimates, timescales, and commitments is submitted to, and accepted by the Technical Committee. Universities may wish to consider making applications to the Science Research Council for more ambitious (worthwhile) projects?

3. GRP Gliders — possible fatigue-life limitations. A German paper "Abteilung Technik 30" proposed a safe-life of 3000hrs which has been made mandatory in Australia. The BGA Technical Committee are investigating the validity of this limitation.

R. B. Stratton, *BGA Chief Technical Officer*

S&G PRICE INCREASE

We regret that S&G will be increased to 95p per copy from the February-March issue. The annual subscription, which includes postage, will be £7.15.

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1980
108	D. R. Campbell	Airways	9.5

DIAMOND DISTANCE

No.	Name	Club	1980
1/163	D. R. Campbell	Airways	9.5
1/164	P. R. Pentecost	Surrey & Hants	24.8
1/165	A. Buchanan	Southdown	24.8

DIAMOND GOAL

No.	Name	Club	1980
2/973	M. J. Willett	Buckminster	24.7
2/974	T. F. Cockett	Thames Valley	21.7
2/975	C. G. Starkey	Imperial College	24.7
2/976	A. P. Walsh	Norfolk	24.7
2/977	R. W. Fletcher	Doncaster	24.7
2/978	C. J. Nicholas	Essex	31.7
2/979	T. Sly	Lasham	6.6
2/980	P. Whatford	London	24.7
2/981	J. J. Bailey	Essex	24.7
2/982	P. A. Taylor	Coventry	24.7
2/983	C. W. H. Boutcher	Herefordshire	16.7
2/984	G. Wilson	Surrey & Hants	23.8
2/985	A. O. Harkins	Wyvern	25.8
2/986	C. R. Scarborough	Midland	24.7

2/987	R. J. Brownlow	Bicester	24.7
2/988	M. C. Maydon	Cotswold	24.8
2/989	P. R. White	Bannerdown	24.8
2/990	W. A. D. Thorp	Doncaster	25.8
2/991	M. J. Evans	Surrey & Hants	25.8
2/992	B. R. Beale	Swindon	24.8
2/993	G. A. Steel	Fenland	25.8
2/994	L. P. Smith	Bristol & Glos	24.8
2/995	I. Smith	Fenland	25.8
2/996	C. R. McEwen	Swindon	24.8

DIAMOND HEIGHT

No.	Name	Club	1980
3/462	J. W. Lang	SGU	21.8
3/463	J. R. Frampton	Southdown	2.9
3/464	P. Johnson	Borders (Milfield)	6.9

GOLD C COMPLETE

No.	Name	Club	1980
773	C. G. Starkey	Imperial College	24.7
774	C. J. Nicholas	Essex	31.7
775	A. O. Harkins	Wyvern	25.8
776	P. R. White	Bannerdown	24.8
777	R. Boyd	Blackpool & Fylde	23.8
778	M. J. Evans	Surrey & Hants	25.8
779	L. P. Smith	Bristol & Glos	24.8

GOLD C DISTANCE

Name	Club	1980
M. J. Willett	Buckminster	24.7
C. G. Starkey	Imperial College	24.7
A. P. Walsh	Norfolk	24.7
R. W. Fletcher	Doncaster	24.7
C. J. Nicholas	Essex	31.7
T. Sly	Lasham	6.6
P. Whatford	London	24.7
J. J. Bailey	Essex	24.7
P. A. Taylor	Coventry	24.7
C. W. N. Boutcher	Herefordshire	16.7
G. Wilson	Surrey & Hants	23.8
A. O. Harkins	Wyvern	25.8
R. J. Brownlow	Bicester	24.7
M. C. Maydon	Cotswold	24.8
P. R. White	Bannerdown	24.8
W. A. D. Thorp	Doncaster	25.8
R. Boyd	Blackpool & Fylde	23.8
M. J. Evans	Surrey & Hants	25.8
B. R. Beale	Swindon	24.8
G. A. Steel	Fenland	25.8
L. P. Smith	Bristol & Glos	24.8
I. Smith	Fenland	25.8
C. R. McEwen	Swindon	24.8

GOLD C HEIGHT

Name	Club	1980
Aileen Appleyard	SGU	20.4
G. G. P. Coppen	Surrey & Hants	3.6
A. Mossman	Cairngorm	23.7
J. T. Cooke	SGU	22.8
A. G. I. Dodds	SGU	21.8
E. A. Cunningham	Norfolk	5.6
T. S. Conway	Lasham	21.8
J. M. Westwood	Northumbria	6.9

SILVER C

No.	Name	Club	1980
5628	M. E. Lannen	Yorkshire	8.6
5629	T. J. Prees	Cambridge Univ	8.6
5630	F. T. Bishop	East Sussex	7.6
5631	M. A. Whitehead	Cambridge Univ	6.6
5632	D. Lancaster	Kestrel	9.5
5633	J. L. van der Post	Thames Valley	18.6
5634	M. C. Morley	Burton & Derby	18.6
5635	H. B. Fox	Thames Valley	13.4
5636	D. Wright	Kent	6.6
5637	D. Draper	Thames Valley	12.6
5638	M. R. Tamkin	Essex	21.6
5639	P. N. White	Essex	17.6
5640	M. E. Newland-Smith	Essex	17.6
5641	I. R. Green	Imperial College	5.5
5642	P. J. Stratten	Fulmar	1.6
5643	D. G. MacArthur	Midland	1.6
5644	D. A. Reaney	Devon & Somerset	29.5
5645	J. W. North	Lasham	17.5
5646	C. M. Hammond	Anglia	18.5
5647	F. M. Stokeld	Newcastle	1.6
5648	J. Rooke	London	20.6
5649	G. D. Ackroyd	Anglia	13.6
5650	Caroline Bunyan	Kent	7.6
5651	A. Fretwell	Coventry	21.6
5652	G. Hall	Vale of Neath	28.6
5653	P. Moss	Enstone	9.4
5654	Patricia Langlands	Bath & Wilts	29.6

160	K-13	2554	S	02.08.80 12.00	Nympsfield	53 ? P2	N N	515 1 P2	Latter part of circuit flown too low and far from field and on turning base leg it was apparent that it would not be possible to clear power wires on approach. Turned away from site, brushed tops of tall trees followed by short landing and ground loop in adjoining field.
161	T-21B	953	M	16.08.80 18.08	Withybush	52 25 P2	N N	150 Air Exp	Crosswind launch to 1100ft with circuit to accommodate a change of runway. Turned base leg to finals at 400ft about 200yds downwind of boundary. Undershoot developed so increased speed to increase penetration but undershot into adjacent field after breaking 11kV power wire.
162	Skylark 4	1066	M	25.08.80 15.25	Old Buckenham, Norfolk	57	N	166	Pilot was local soaring but conditions deteriorated due to sea breeze effects which had been responsible for runway changes. The latest was overheard on the radio and used to plan approach into field 5-6 miles away but the local wind was different giving tail component and ground loop.
163	Cirrus	2033	M	24.08.80 18.45	Long Mynd	26	N	240	After successful 7hrs flight for Gold distance and Diamond goal flight a sheep ran across the landing path and there was a collision between the sheep and the starboard leading edge and airbrake.
164	K-13	2567	M	06.09.80 10.45	Wycombe Air Park	36 41 P2	N N	250 14 P1	P2 on check flight overcontrolled at round out and ballooned to about 8ft. Closed airbrakes did not lower nose or respond to prompting from instructor. Instructor took over but too late to prevent semi-stalled heavy landing from about 6ft.
165	K-8B	?	N	27.08.80 ?	Aston Down	26	N	2½	Slow acceleration at start of autotow launch and cable parachute deployed and unbeknown to pilot caught on port wingtip. Pilot released because of poor launch and drag of parachute yawed glider over corn growing at side of runway where landing was made without damage.
166	K-7	1112	M	26.08.80 ?	Aston Down	28 ? P2	N N	1402 ?	Simulated cable break from reverse pulley autotow successfully accomplished by pupil but to ensure safe clearance from pulley pupil was told to steer onto grass. Glider ran over moving cable which caught tailskid, turned the glider causing wingtip to strike ground. Towcar driver should have stopped.
167	K-13	1614	W/O	30.08.80 13.50	Portmoak	49 ? P2	M M	436 35 Total P1 & 2	Instructor took control as glider passed through strong wind gradient during winch launch and cable broke at 3-400ft. Left turn initiated for "S" turn but apparently with insufficient speed as a spin developed and glider crashed in water of worked out sandpit. Airbrakes seen to open momentarily.
168	Skylark 4	1202	M	16.08.80 14.00	South Marston	45	N	14	Overshot low final turn and while making corrective turn to line up with landing area scraped wingtip, inducing yaw and touch down developed into ground loop tearing skid off at rear attachment. Pilot flew without briefing from duty instructor contrary to club rules.
169	K-6E	1431	M	24.08.80 15.15	1 mile west of Wombleton Village, Yorkshire	46	N	152	Pilot attempted to reach Wombleton A/F but it was too far away so with remaining height turned back to a stubble field obstructed by bales of straw but with space for landing. On approach noticed low power wires across field. Modified approach with low turn after crossing wires, touched down with drift.
170	K-18	2245	M	24.08.80 17.00	Ashby St Ledger	25	N	77	Crowded approach to first choice of field so went for alternate and to avoid running into far boundary induced ground loop. Field selection initiated only when down 1300ft agl.
171	K-6CR	2558	M	23.08.80 16.30	Dunstable	58	N	223	Final turn and initial approach were observed and reported as being satisfactory but apparently in a desire to land near the launch point with a diagonal approach across a hedge an undershoot developed and a wingtip struck a bush in the hedge. Landing described as "semi-cartwheel/groundloop."
172	K-18	2149	S	16.08.80 16.35	Wootton, Nr Northampton	52	N	52	Changed choice of field for partly harvested cereal field about 800yds square with view to A/T retrieve. Insufficient time to plan approach and landed in area of flattened wheat. Wingtip caught standing crop inducing severe ground loop.
173	Kestrel 19	1851	W/O	08.09.80 16.45	Portmoak	58	S	254	Winch launch started with a snatch followed by de-celeration and wingtip dropped to grass yawing glider out of line. Glider then started to accelerate and at same time pilot unsuccessfully attempted to release. Under acceleration glider lifted off and pivoted about wingtip still on ground.
174	K-8B	2434	S	13.09.80 11.20	Winthorpe	36	M	56	At commencement of winch launch there was, apparently, a brief pause in acceleration during which a wingtip dropped to the ground. Glider then moved forward and commenced to pivot about lower wingtip and although pilot released the cable it continued to rise and rotate about wingtip and fell inverted to ground.
175	ASW-20F	?	M	16.10.79 16.00	Aboyne	26	N	260	Ran off runway while making a crosswind landing and struck outcrop of rock protruding 3in from surface and hidden in grass. Damage to undercarriage and cracks in fuselage skin.

176	ASW-19	2282	S	07.06.80 15.05	Chinnor, Oxfordshire	40	N	163	Decided to return to A/F in deteriorating soaring conditions but with insufficient height for direct glide. Diverted to local ridge arriving at 1200ft but it was not producing lift so went for a known field. At 700ft observed the field was under crop this year. In absence of suitable alternate continued into field and drag of crop wet from recent shower broke off wing.
177	K-18	?	S	25.10.79 17.15	1 mile NW of Shobdon	25	N	81	Got low while returning to A/F from high aerotow from which pilot failed to soar. Changed choice of landing field at late stage resulting in low final turn during which the glider touched down twisting the fuselage.

M=minor; N=nil; S=serious; F=fatal and W/O=write off.

5655	C. J. Clarke	Cotswold	29.6
5656	N. A. Clark	Portsmouth	29.6
5657	E. Arthur	Peterborough	27.6
5658	S. J. Carter	East Midlands	7.6
5659	R. Snelling	Essex	19.6
5660	B. Cornes	Portsmouth	29.6
5661	R. Scharning	Bristol & Glos	1.6
5662	E. D. Linford	Cambridge Univ	9.6
5663	R. T. Starling	Bristol & Glos	29.6
5664	M. W. Flaherty	Highland	28.6
5665	J. B. Pailing	RSRE Pershore	4.5
5666	M. Kelly	Wyvern	29.6
5667	R. M. Howell	South Wales	5.7
5668	W. R. Brown	Yorkshire	27.6
5669	D. F. Durling	Bicester	25.6
5670	T. J. Ballinger	Bristol & Glos	29.6
5671	C. J. Davey	London	8.6
5672	M. Napton	Two Rivers	6.7
5673	B. McFadden	Wolds	17.5
5674	D. A. Chandler	Surrey & Hants	7.4
5675	P. M. Molloy	Essex	27.6
5676	J. B. Webb	Anglia	16.7
5677	K. M. Nicholls	636 GS ATC	29.5
5678	R. M. Evans	Wrekin	12.7
5679	M. C. Cooper	Kent	7.6
5680	S. Pacey	Heron	18.5
5681	J. C. Gingell	Surrey & Hants	21.7
5682	T. Barton	Stratford	22.7
5683	J. N. Parr	East Midlands	16.7
5684	K. R. J. Reeves	Fenland	16.7
5685	J. A. Hull	Cranwell	22.7
5686	B. H. George	Surrey & Hants	24.7
5687	A. Holland	Devon & Somerset	24.5
5688	N. T. Alden	Cotswold	22.7
5689	P. E. Rice	Essex & Suffolk	28.7
5690	P. B. P. Sainsbury	Stratford on Avon	24.7
5691	F. T. Greenwood	Northumbria	24.7
5692	L. Bailey	Essex	24.7
5693	M. T. E. Smith	Stratford on Avon	24.7
5694	P. E. Kenealy	Stratford on Avon	24.7
5695	P. D. M. John	Bicester	24.7
5696	M. D. Ireland	Inkpen	4.5
5697	C. R. Brealey	Humber	24.7
5698	D. M. Parsons	Thames Valley	31.7
5699	S. R. Hall	Cranwell	10.8
5700	Cynthia Robinson	Surrey & Hants	21.7
5701	Daryl Affleck	Midland	5.8

1981 NATIONAL QUALIFYING LISTS

The Nationals Qualifying Lists decide the order of acceptance of entries if a National Championships event is over-subscribed. They represent a practical, simple, yet reasonably fair method of fulfilling this function. They do not pretend to be an accurate indication of pilot ability, for to do so would involve a virtually impossible analysis of tasks, weather and comparative standard of each event.

The lists have been compiled in accordance with the procedure described in S&G, June 1980, p135, except for the reference to handicapping of Nationals final scores which, as notified earlier to competitors, has been discontinued. Only 105 and 95 names respectively are published here, but everyone who has flown in an approved competition is on the full list. Prospective Nationals entrants should not be discouraged by a comparatively low position, for experience has shown that vacancies are usually filled from well down the list.

Any queries may be raised with the undersigned *via* the BGA office.

Gordon Camp, *BGA Competitions Committee.*

PRIORITY LIST 1981

1	Spreckley, B. T.	(15)	24	Camp, G. W. G.	(S)	46	Roberts, D. G.	(O)	69	Ellis, C. A. P.	(QL)	92	Hayes, D. M.	(S)
2	Jones, R.	(O)	25	Stafford-Allen, P. R.	(15)	47	White, S. A.	(QL)	70	Hynes, K.	(O)	93	Burton, G. E.	(QL)
3	Davis, A. J.	(S)				48	Williamson, J. S.	(15)	71	Randle, M.	(QL)	94	St Pierre, A. M. G.	(15)
4	Garton, C.	(15)	26	Macfadyen, T. E.	(QL)	49	Watson, A. J.	(QL)	72	Pope, M. H. B.	(O)	95	Corbett, G.	(O)
5	Fitchett, B.	(O)	27	Brown, H. F.	(O)	50	Foot, R. A.	(O)	73	Woodford, J. M.	(QL)	96	Dimock, H. R.	(15)
6	Shephard, E. G.	(S)	28	May, R. C.	(S)	51	Carlton, M. R.	(O)	74	Cooper, N.	(S)	97	Breeze, D.	(QL)
7	Rollings, C. C.	(O)	29	Zealley, T. S.	(15)	52	Hall, R. A.	(S)	75	Cowderoy, R. L.	(QL)	98	Burton, A. J.	(15)
8	Delafield, J.	(O)	30	Purdie, P. G.	(O)	53	Cook, P. G.	(QL)	76	Sandford, R. A.	(15)	99	Warminger, A. H.	(O)
9	Wells, M. D.	(S)	31	Campbell, D. R.	(15)	54	Farmer, A. T.	(15)	77	Miller, A. S.	(QL)	100	King, Sally	(S)
10	Wills, J. T.	(O)	32	Metcalfe, G. C.	(S)	55	Hood, L. S.	(QL)	78	Jefferyes, M. B.	(15)	101	Jury, A. R.	(QL)
11	Smith, G. N.	(S)	33	Aldous, R. F.	(15)	56	Fleming, A.	(O)	79	Reed, D. W.	(O)	102	Carter, M.	(QL)
12	Cardiff, J. D.	(15)	34	Pozerskis, A.	(O)	57	Lusted, E. R.	(15)	80	Watson, A. J.	(15)	103	Clarke, R. W.	(QL)
13	Lee, D. G.	(O)	35	Torode, H. A.	(O)	58	Piggott, A. D.	(QL)	81	Batty, C.	(O)	104	Cooke, I. R.	(QL)
14	Tanner, L. E. N.	(15)	36	Hawkins, P.	(S)	59	Pozerskis, P.	(O)	82	Wilton-Jones, M.	(S)	105	Crawshaw, G. H.	(QL)
15	Benoist, J. D.	(S)	37	Hawes, C. W.	(O)	60	Gough, A. W.	(QL)	83	Webb, M. J.	(QL)			
16	Glossop, J. D. J.	(O)	38	Dixon, R. T.	(S)	61	Gorringe, J. P.	(S)	84	Blackmore, R. H.	(15)			
17	Lysakowski, E. R.	(15)	39	Rowland, C. D.	(QL)	62	Crouch, R.	(QL)	85	Stewart, K.	(S)			
18	Watt, D. S.	(O)	40	Ellis, J. J.	(15)	63	Sheard, P. G.	(15)	86	Tull, V. F.	(O)			
19	Keogh, B.	(S)	41	Robertson, D. J.	(O)	64	Docherty, T. P.	(O)	87	Moulang, A.	(S)			
20	Hackett, N. G.	(S)	42	Forsey, L. K.	(QL)	65	Taylor, J. R.	(S)	88	Hanfrey, A. W.	(O)			
21	Stone, A. J.	(15)	43	Redman, S. J.	(15)	66	Hogg, A. J.	(QL)	89	Malpas, W. E.	(QL)			
22	Throssell, M. G.	(O)	44	Wheeler, J. H.	(QL)	67	Randle, Jane	(O)	90	Hancock, A. R.	(15)			
23	Kay, A. E.	(15)	45	Bromwich, R. C.	(S)	68	Cockburn, D.	(15)	91	Mason, E.	(O)			

(O)=1980 Nationals Open Class
(S)=1980 Nationals Standard Class
(15)=1980 Nationals 15 Metre Class
(QL)=From 1980 Qualifying List

REGIONALS PROMOTION LIST 1981

1	Roberts, D. G.	(W)	24	Hawes, C. W.	(BS)	45	Woodford, J. M.	(QL)	67	McGill, J.	(BC)	90	Welsh, J. H.	(QL)
2	Gorely, T.	(ISS)	25	Harmer, P. M.	(QL)	46	Caunt, D.	(IST)	68	Murphy, T.	(SO)	91	Watchorn, T.	(QL)
3	Clarke, A.	(IST)	26	Taylor, K.	(NO)	47	Boyden, M. V.	(BS)	69	Bond, M.	(QL)	92	Giddins, J. B.	(QL)
4	Elliott, B.	(NS)	27	Bolton, P.	(ISS)	48	Wilton-Jones, M.	(QL)	70	Tait, D.	(NS)	93	Stewart, K.	(SS)
5	Hale, R. J.	(ISO)	28	Christy, R. B.	(QL)	49	Wood, M. J.	(NO)	71	Feakes, R.	(ISO)	94	Cowley, C.	(SS)
6	Robinson, I.	(ES)	29	Crawshaw, G. H.	(W)	50	Morris, G.	(W)	72	Young, J.	(BS)	95	Bromwich, R. C.	(QL)
7	Burton, G. E.	(W)	30	Newall, Pam	(IST)	51	Forrest, B.	(QL)	73	Kemp, M.	(NO)			
8	Jeffries, J. R.	(BC)	31	Sandford, R. A.	(QL)	52	Swannock, J.	(NS)	74	Austin, D. C.	(QL)			
9	King, P. J.	(SO)	32	Brown, T. M.	(NS)	53	Taylor, J. J. T.	(ISO)	75	Dransfield, J.	(ISS)			
10	Tipney, C. J.	(BS)	33	Randle, M.	(BS)	54	Innes, D.	(QL)	76	Randle, Jane	(QL)			
11	Hunt, S. G.	(NO)	34	Jefferyes, M. B.	(QL)	55	Spencer, R.	(SS)	77	Cockett, T.	(SS)			
12	Dean, M.	(ISS)	35	Corbett, C. G.	(SS)	56	Huttley, C.	(QL)	78	Gorringe, J. P.	(QL)			
13	Mitchell, K.	(IST)	36	Warminger, A. H.	(QL)	57	Beale, B.	(ES)	79	Mainwaring, A. J.	(QL)			
14	Fleming, A.	(BS)				58	Hodsman, D.	(W)	80	Parker, S. J.	(W)			
15	Wilson, D. V.	(NS)	37	Wise, B.	(ES)	59	Odell, J. H.	(QL)	81	Armstrong, T.	(IST)			
16	Hartley, K. J.	(ISO)	38	Bradley, R.	(QL)	60	Paterson, C.	(ISS)	82	Cook, P. G.	(QL)			
17	Fletcher, R.	(SS)	39	Sharman, R.	(W)	61	Moulang, A.	(QL)	83	Fox, R. L.	(NS)			
18	Barrett, J.	(GS)	40	Hayes, D. M.	(QL)	62	Burton, A. J.	(BS)	84	Sly, T.	(BC)			
19	Bleaken, L.	(W)	41	Hancock, A. R.	(QL)	63	Blacklin, P. A.	(QL)	85	Jarvis, H. R.	(QL)			
20	Freeman, D. J.	(QL)	42	Cruse, C.	(BC)	64	Shadrach, E.	(EO)	86	Davies, F.	(SO)			
21	Wilton, T.	(EO)	43	Cunningham, G. W.	(QL)	65	Ellis, J. J.	(QL)	87	Pobjoy, I.	(QL)			
22	Aspland, W.	(BC)				66	Charlett-Green, Mary	(IST)	88	Reed, D. W.	(QL)			
23	Hart, J. E.	(QL)	44	Carlton, M. R.	(SO)				89	Richardson, J.	(ISS)			

(W)=Western Regionals
(ISO)=Inter-Services (Open)
(IST)=Inter-Services (Standard)
(ISS)=Inter-Services (Sport)
(NO)=Northerns (Open)
(NC=Northerns (Club)
(BS)=Booker (Sport)
(BC)=Booker (Club)
(SO)=Saltby (Open)
(SS)=Saltby (Sport)
(EO)=Enstone (Open)
(ES)=Enstone (Sport)

CLUB NEWS

Copy and photographs for the February-March issue of S&G should be sent to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, tel 47725, to arrive not later than December 2 and for the April-May issue to arrive not later than February 10.

October 14, 1980

GILLIAN BRYCE-SMITH

ALTAIR (Cold Harbour Farm)

Congratulations to Marge, Stephen G, David Watson, Dave S, Andy, Alistair, Jane, Steve R and Brian on going solo this summer.

We have a new arrival, a Grunau Baby 2B (BGA No. 1415) in which Dave Stobie beat the club's highest winch launch record by releasing at 1800ft, 150ft higher than the previous best.

We had an expedition to Camp Hill at the end of September and found fabulous flying weather. During the week Stephen gained his B certificate and a Bronze leg, Alistair completed his Bronze C and Dave had a memorable half hour on the ridge at 600ft. Our thanks to the Derby & Lancs GC.

G.C.

BATH & WILTS (Keevil Airfield)

We are very pleased Andrew Davis became the Standard Class National Champion and has been chosen as a member of the British Team. Bob Bromwich also did well to come 13th in the Standard Class.

Steve Parker was 10th in the Western Regionals. He did very well as he threw away the chance of being second on one day by flying back to Nympsfield, only to find it was a contest day after all — and so gained nil points!

Roger Slade and Mervyn Pocock have been flying their Blanik since July. They rebuilt it from a write-off which they bought from Yeovilton some years ago.

Trish Langlands and Daryl Afflek have completed their Silver Cs and Sally Prutton flew her first Bronze leg on her third solo flight in the Bocian.

J.A.L.

BLACKPOOL & FYLDE (Chipping)

Bob Boyde became the first member to complete a 300km from this club, flying *via* Wetherby to Dunstable. Now our pundits will be aiming for a 300km triangle.

The poor season, after an excellent start, has at least enabled us to progress with the various jobs — hangar extension, trailer park, clubhouse repainting and now a new engine to fit.

The land exchange with a neighbouring farmer has been completed. We are now pursuing the remaining neighbour who has a piece of land jutting into ours which we would like as it would almost double the effective width of the runway in the centre.

J.T.

BORDERS (Milfield)

A poor summer in the north has meant that the most noteworthy activities have occurred on the ground rather than in the air! Our new clubhouses(s), a pair of second-hand "Portacabins", arrived and, after the interiors were re-painted by the ladies, we were left with first class accommodation which was used for our two flying weeks in June and July. The second flying week was notable for the amount of hill soaring in northerly winds, an activity usually reserved for the winter months, and indicative of the poor flying weather summer '80 brought us.

Autumn started well, however, with Peter Johnson setting a new club height record of 26 000ft in wave in the lee of Cheviot.

A.J.B.

BRISTOL & GLOUCESTERSHIRE (Nympsfield)

Despite the poor soaring season our Treasurer, David Barker, reports that we had a moderately successful year financially considering the economic climate. Our recruiting drive has been a resounding success with 50 new members in the last week or so. As our K-13 is out of action, the Blanik and Bocian are working overtime. To improve the launch rate we are trying to rent a nearby field to allow gliders to finish their ground run closer to the launch point.

A new ASW-20 has appeared and the PIK 20E has been sold. Our Secretary Eric Drummond, is retiring after several years' excellent work.

Our Christmas party will be at the clubhouse on December 13.

R.A.R.

BUCKMINSTER (Saltby Airfield)

Despite the indifferent weather quite a lot has been achieved. Our first venture into running weekly courses throughout the summer has been a great success and we are planning to repeat them next year.

Once again we had wave over the site during the second weekend in September. Quite a few members made contact (one straight off the top of a wire launch!) and heights of 6000ft were achieved. Phillip King maintained contact for nearly 5hrs.

Rumour has it that a syndicate Motor Falke is about to take residence at Saltby and we await its arrival with interest; it should be a very useful addition to the fleet.

From our weekly courses we had two first solos by David Goodman and Steven Rennison and there were one or two re-solos. Also congratulations to David Hargood and Piers Carter on going solo; to Ray Smith on completing his Bronze C; to Malcolm Martin, Bob Thompson and Jeff Roberts on completing their Silver Cs and to Kevin Tarrant on gaining his instructor rating.

T.C.M.

CAMBRIDGE UNIVERSITY (Cambridge and Duxford)

With the aid of perfect weather and non stop launches, we gave 75 air experience flights to members of the public at the open day at Duxford on August Bank Holiday.

Our annual Mynd Camp was again blessed with good if not spectacular weather with total hours at more than 300 (only slightly down on last year), with a Bronze leg for Sue Bell and five hours for Steve Mynot.

David Howse and Les Smith join the instructors after successfully completing their courses

P.E.B.

COVENTRY (Husbands Bosworth)

Peter Walker has taken over as CFI as Ron Davidson has now completed his three year term of office. Our thanks to Ron for a job well done. We also wish Peter well in his new post.

We have welcomed back Diane and Keith Nurcombe on their return to England after several years in South Africa and Spain.

Congratulations to Anton Endall and Peter Brodrick on their solos.

Under the guidance of Pat Piggott, and with the co-operation of our Long Mynd friends, we again have a Bocian and K-8 stationed there for a few weeks. This exercise provides hill site experience for many of our members.

There has been an upsurge of interest in winching. This form of launch is now in regular use. We are also building a new, more powerful winch, which should be ready by next spring.

B.R.

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CRANFIELD (Cranfield Airfield)

It has been a very long time since any news appeared from this club. After a rather uncertain period in the club's 30 year history things are returning to something like the Cranfield version of "normal". Increased demand for hangarage by other users of the airfield has meant that we have had to go out and build one for ourselves, but we have received financial help from the College and from our tug syndicate, with the rest of the money being found from the members' subscriptions.



The hangar photographed by Ian Wilson.

This season has seen the re-introduction of the club ladder, the prize being the Silene Trophy which was donated to the club by Soaring Equipment Ltd. Membership stays steady around the 70 mark, with a steady flow of monthly members who are mostly short-course students attending the College.

Thanks must go to our CFI, Roger Coote, and his small band of instructors and to our Chairman of long standing, Stuart Carrie. Why not drop in and see us next season.

D.P.S.

DEESIDE (Aboyne Airfield)

The annual flood has occurred — in late September and early October, Aboyne was knee-deep in Sassenachs as usual. A few Diamond days were interspersed amongst the thermals in September, and October has started well with best height so far at 25 600ft and Diamonds and Golds in plenty. Nor have the thermals left us, with 4-6kt to 6000ft still to be found.

Rumour has it that two of our commercial pilots are thinking of fitting navaids in their sailplanes after some rather hilarious mis-navigation in recent contests. Perhaps two-seaters complete with VOR/ADF will come into fashion. This season sees the departure of Terry Cawthorne for 16 months in Indonesia and the return from England of Willie Stephen.

Club membership continues to grow, and we intend to put all available bodies to work in the next few weeks digging drainage and foundations for our clubhouse.

J.R.B.

DERBY & LANCS (Camphill)

Like most clubs this has been a better year for the beginner than the pundit — we have ten new solo pilots. Like other good clubs we also have our television stars, so during the long winter evenings watch out for "Go with Noakes" — he visited our club.

We were delighted to welcome Bedford and Altair for their summer expeditions. We congratulate Mike Armstrong on his 400km out and return to Reading; Andrew Stocks for his second place in Competition Kitty at Nympsfield and Dave Redden on his five hours.

S.G.

DORSET (Tarrant Rushton)

At the time of writing we are awaiting the result of legal steps taken by one of the airfield landowners to prevent us from using the airfield. Our lease officially expired at the end of September, but having taken legal advice we have decided to stay and fight. In the event of us being unsuccessful we have a restricted site available to us on a temporary basis.

Our late summer task week suffered from poor weather and only two cross-country tasks were set out of a possible seven. The competition was won by the club K-13. Congratulations to Colin Weyman, Peter Allingham, Harry Wolf and Richard Ough. Over 1500km were flown during the task days and the week was rounded off with a very successful tramps and vamps party, thanks to the hard efforts of Jackie and Steve Chivers.

J.R.C.

DUNKESWELL (Dunkeswell Airfield)

Our impromptu barbeque and "end of season" party were tremendously successful and we now look forward to a slide show and Christmas party.

Annual statistics reveal an increase over 1979 figures in launches, soaring and cross-country kilometres — the Indian summer is still producing up to 4kt thermals Congratulations to Bruce Bint on his B certificate — the club's first — and to John Allen, Paul Cohen, Chris Heide, Hugh Gladden and Richard Mound on going solo.

B.F.

EAST SUSSEX (Ringmer)

Our course week in September was a success. Thanks to Ian Agutter for all his hard work.

We have been offered a Sports Council loan and a grant towards the purchase of a Super Cub for aerotowing which has been a great morale booster.

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Christmas and
A Happy and Highly
Soarable New Year

The expedition to the Long Mynd was enjoyed by all. Sue Whibley, Stewart Forster and Neil Kelly managed to do their five hours. Well done!

October 11 was our Harvest Supper evening. Apart from the cold and the vagaries of a recently purchased generator, the feast was a great success. Thank you, Jackie.

Our CFI, Doug Gardner, recently flew to Devizes and back again. Congratulations to Andy Jupp and P. Perriton on going solo, and to Chris Foss on his flight to Challock.

V.N.

ESSEX & SUFFOLK (Hadleigh)

Chris Turner, Geoff Jackson, Peter Smart, Terry Reynolds and Gavin Sasson have gone solo, Gavin achieving his Bronze C and converting to the B-4 before leaving to study in France.

Paul Rice has his Silver C; John Widdett and Bob Adams their Bronze C and John Haugh Silver distance. A special word of praise to Jonathon Abbess who gained his assistant instructor's rating and became a tug pilot on the same day.

The July and August flying weeks were badly restricted by poor weather, however "Buzby" completed 200 of a 300km attempt and a few onslaughts were made on the club 100km triangle, but Peter Wilby still leads the field.

J.A.S. & V.H.

HEREFORDSHIRE (Shobdon Airfield)

The end of August gave some good flights. Anthony Maitland took Mini Nimbus 530 to Thame and back. Don Towson (Libelle) went from thermals to 15 000ft in wave and did a 200km triangle. Simon Duxbury (Vega) and John Shipley (K-6E) did so much flying in three mid-week days they felt they'd had enough.

Among many excellent flights, Ray Buckley (Skylark 4) flew Silver distance to Nympsfield; Paul Whitt (Vega) and Ken Martin (Libelle) climbed in wave to 16 000ft on September 6 for Gold height. The next day Don Towson (PIK 20) and Philip King (Mini Nimbus) got wave to 14 000ft. On October 4 Philip King wave climbed to 8000ft, sunk to 1900ft at Llandovery, hill soared anxiously to Builth Wells, hung around for an hour and then got just enough height in thermal to creep back by the valleys.

The Partridge, Harlow and Wulff syndicate have had another gliderless summer — Harlow (who tree looped their carbon Mini Nimbus in June and wrote her off) is looking a bit battered, but they will be happy in early November when their new 304 gets airborne.

The Dunstable mob visit in late October and we've just heard we are to host Enterprise again. A great honour.

R.P.

HIGHLAND (Dallachy)

With two two-seaters, two single-seaters and a soaring CFI, the Highland GC has at last become cross-country orientated. We have put in over 1000 cross-country kilometres this

season compared with a mere 150km last summer.

We congratulate Mike Flaherty on completing his Silver C with a 50km flight in the Oly 2B; John Hurrell on gaining his Bronze C and Silver height and Brian Anderson and Robert Cockburn on going solo. Robert, who has been flying since 1976, has at last achieved the great age of 16 — and solo status.

We also congratulate our two new instructors, Angela Veitch and John McFarlane. Angie has joined that flock of rare Scottish birds, the female gliding instructors, of whom there are only three or four in Scotland.

Our arrangement with Gordonstoun School has worked better than we dared hope. Several boys have been keen enough to join gliding clubs near their homes over the holidays and some have almost achieved solo standard already. Gordonstoun's K-13 did valuable service as a passenger carrier during the school holidays, leaving our Bocian free for training flights.

R.E.T.

LONDON (Dunstable)

Congratulations to Giovanna Vincenzi, Tiernan Rebbeck, George Barnett and Clare Falconer on going solo and to Brian Wise and Ron Page on their Gold heights at Aboyne.

Cross-country flying and task setting has been marked by determination to make the most of the available conditions with Andrew Humphries getting an award for "persistence" during our Kitty weekend for pushing his Grunau into the teeth of the wind, while weekend tasks have included two 300km triangles completed by various pilots. Warren Kay unfortunately had to land his Olympia 419 about 35km from home but had the consolation of a 330km flight the next day, when he got lost.

The sailplane design symposium (see BGA News) gave members a chance to see Mike Garrod's Eaglet, while persistent snoopers could have seen the Manuel Gnat in its trailer: all clear fabric and varnished wood with an open cockpit — a **real** sailplane.

F.K.R.

MARCHINGTON (Marchington)

Some good weather in the last two months has increased our flying with a good crop of solos, Bronze and Silver legs together with several cross-country attempts and yet another field landing at Uttoxeter racecourse.

Winter flying continues with reduced flying fees to encourage full utilisation of our equipment but with the date for the sale of the site still unknown, further development of the site is difficult. However, we hope these matters will be settled before next season.

S.D.B.

MIDLAND (Long Mynd)

August and September have produced some very good soaring conditions. October has started well with two duration flights achieved without the benefit of hill or wave lift. August 24 gave us kilometres in excess of our annual totals for several preceding years.

Bob Nicholls has his Diamond goal but Malcolm Allen, flying in Conway, narrowly missed his by landing at the foot of the hill. Howard Bradlem flew a creditable 270km in our club K-8.

The contest between Don Brown and Bob Scarborough to be the first to complete a 500km from the site has ended for this season with Bob a mere 3km closer than Don.

Congratulations to Edwina Gilmore, P. Craig, J. Baker, H. Affleck and D. Taylor on their solos, and to the numerous people who have gained Bronze and Silver legs.

We were pleased to welcome back Cambridge University GC in September and to act as hosts for Uniglide later that month. Visitors will probably be pleased to know the good food and welcome offered to them by Jill and Tony Spicer is to be continued since they have renewed their contract with us.

Anyone wanting to come to the Mynd during the winter please clear the dates first with CFI, Bob Scarborough on 074 636 (Brockton) 675. Midweek flying can be arranged for suitable members.

J.S.

NORFOLK (Tibenham)

This hasn't been the best summer ever for soaring but we had a good August task week which was won by Martin Clarke (Skylark 4), a visitor from Crowland. No mean achievement in an 18-year-old wooden ship!

Notable flights include first solo on the same day by Nick Britton and David Person, probably the youngest and oldest first solos this year. John Ayers landed the Oly about five yards from his back door — he's always



wanted to do that. September 25 was an exceptional day — Mike Butcher went round our President's 100km triangle in just over 2hrs and both Robin Combe (PIK 20) and John Tarrant (Dart 17) did O/R to Duxford. John had to land to get rid of ballast, but with a relight he was able to fly home.

We look forward to our autumn and winter programme. Our latest news is that next year, from May to the end of August, we will be flying at Tibenham every day of the week. We intend to run motor glider PPL courses for Silver Cs as well as the usual *ab-initio* ones. We are well equipped to do this having several MG instructors and one MG examiner.

M.J.R.L.

NORTH WALES (Pen y parc)

Now at the end of our third season we look back on this particular year with satisfaction. We have had a rapid increase in launch rates and solo successes. Congratulations to Alan Dean and P. Bryant, our most recent soloists.

Ray Ball and Doug Cumiskey are making good progress with their Grunau Baby. Ken Payne, CFI, thanks Tony, Reg and Tony, our three regular visiting instructors, for sparing so much of their time.

Our Treasurer, Ray Bancroft, has retired due to business commitments. As a founder member he saw us through the early days and we are most grateful to him. Bill Winstanley has taken over.

A.E.

OUSE (Rufforth Airfield)

Congratulations to Ron Dickenson on going solo, to Vernon Whelan and Malcolm Naylor on their five hours and to Steve Lee, Dave Hey and Peter Hatfield on Silver distance, Peter also getting his distance. Mark Thompson (K-6CR) just failed his 300km attempt but CFI, Pete Ramsden, continues to make distances like that seem positively easy. This season has seen more pilots willing to venture from the airfield.

S.R.L.

PETERBOROUGH & SPALDING (Crowland Airfield)

We have had more achievements this year, despite the indifferent weather, with four Bronze Cs, four Silver Cs and a number of Bronze and Silver legs.

Our much missed Auster Terrier tug is back, gleaming and running sweetly. Our sincere thanks to Ron and Derek for the loan of their Rallye.

Our cheese and wine party was a great success. Our Chairman, auctioning a mystery prize, coaxed £5.10 from a member for a can of peas!

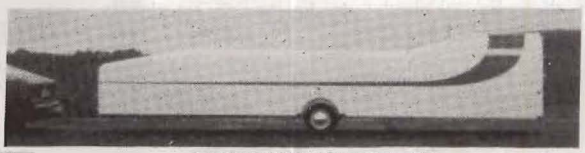
Martin Clarke won the Tibenham task

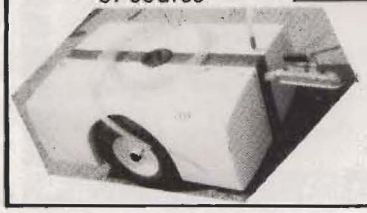
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week and we now have a competition and a trophy to compete for between the two airfields.

Our annual dinner-dance will be on February 21.

M.S.C.

RATTLESDEN (Rattlesden Airfield)

August Bank Holiday Sunday saw much revelry as together with a number of Whatfield and RAF Wattisham club members we celebrated the official opening of our hangar with a well organised barbecue and disco. Our thanks to Mick Irish for his leading role in this extravaganza.

Our September flying week went well and gave us 8½ days' flying out of the nine with some exhilarating flights in the numerous stubble fires.

Congratulations to Pat Smith for completing his Silver C with an extremely hard fought for duration, to Tony Poundsberry on achieving two Bronze legs and to Paul Steggles on going solo.

R.W.

ROYAL AIRCRAFT ESTABLISHMENT (Farnborough)

After nearly three months off the airfield due to the disruption of the Farnborough Air Show, we have re-established ourselves, coaxed life into our slumbering towcars and started our normal weekend activities. A collective thank you to CFI, John Dabill, and all our friends at the Shalbourne Soaring Group for making us so welcome during our time away from Farnborough — even to the extent of loaning us their site for a fortnight.

Ian Grant has emigrated to Australia and our thanks to him for all his instructing.

Our annual expedition to Aboyne is underway and so far has resulted in John Knowles gaining Diamond height and Ric Cowderoy completing his three Diamonds with a climb. Congratulations to them and to the many who successfully completed our gruelling Bronze C course earlier this season.

C.P.G.

RSRE (Pershore)

To clarify recent BGA advice on the subject, the former airfield at Pershore not only retains a high security grading but also sprouts numerous obstacles (permanent and temporary) which may not be visible from the air. For these reasons visiting aircraft can be accepted only by invitation on days when the club is active, and prior briefing is essential. Even in emergencies, unless gliding is obviously in progress, an adjacent field is strongly recommended.

A recent arrangement to share the clubhouse facilities with the RAFA has produced a very useful increase in bar profits.

A.B.

SCOTTISH GLIDING UNION (Portmoak)

October and thus Lasham are here again and have been well rewarded already (see Surrey & Hants report). We have been asked by some of the party to express their gratitude to Ross Jones, our resident tug pilot, for his hard work during this very active camp.

Club members have also been taking advantage of the good conditions, the best effort so far being Brian Scougall's Diamond goal.

Returning to the saga of the new winches, there has been some hard testing and the overall performance has been very good. While a number of snags have developed, they have been quickly sorted out. Testing continues.

It is with great regret that we have to report the death of Bill Burns. Although Bill's connection with flying went back to the war, with the engineering branch of the RAF, he did not turn to piloting until the early sixties when he joined the SGU. He was a founder member of the Motor Falke syndicate and took an active part in the club management. Among other things, he is remembered for his ability to always see the best in people and also for the amount of work he did for the club, often in the background and unnoticed.

He had almost completed getting his PPL when he lost his medical certificate. He did as much flying as possible, however, and was gliding quite recently in South Africa.

R.H.

SHALBOURNE SOARING GROUP (near Hungerford)

W. Sheppard, with considerable help from G. Nicholls and J. Dabill, has designed and built a diesel winch with a fluid flywheel which has doubled our launch rate and helped us economise on fuel. It took about two months to complete. We have also improved our hangar by building an extension on the rear and the next job is to add to the front.

We took in Farnborough for eight weeks (see Farnborough's report) and with the new winch we managed 90 launches a day and at times had 15 gliders waiting for a launch. The whole operation worked very well with just the one winch.

Congratulations to the new solo pilots and those with Bronze legs, but our sympathy with those who got Silver height but had no barographs. We have only one at the moment but must try to raise money for more as the north facing ridge has at last woken up from its summer siesta. Saturday, October 4, was a five hour day but only the 30 or so hang gliders got there early enough and at times were like butterflies at 2000ft.

We will miss M. Stamp, a founder member who is off to Saudi Arabia for two years. Our thanks for all he has done and good luck.

J.B.

SOUTHDOWN (Storrington)

This has been an impressive year with 15 going solo and our highest number (12) of Silver C completions in one season, even though the weather hasn't been especially helpful.

Particular congratulations to Angus Buchanan on his 500km from Lasham and to his wife Maggie who was fortunate to accompany John Williamson on his record breaking 400km in the Twin Astir, see BGA News.

John Frampton (Kestrel) claimed his Diamond height whilst at Aboyne and our CFI, Keith Mitchell, achieved more than 420km from our site — we are still waiting for our first 500km from Storrington.

We also congratulate Josée Mosley-Williams who at 72 has her Bronze C. She has shown great perseverance and thoroughly deserves her success.

B.A.B.

SOUTH WALES (Usk)

The summer's hard work has paid off with four solos, three on one day. Congratulations to Phil Towell, Nigel Jones, Peter Stephenson and Tony Hooper. Also to Gerald Waldock and Dave Jobbins on their five hours and Graham Bailey on his Silver distance.



Philip Towell about to go solo.

Not all Silver distance attempts have been successful. Dave Rowlands spent a sunny afternoon swimming in a landowner's private pool and flying his aeroplane (some have all the luck).

A good wave day saw Martin Burlock (Dart 17) narrowly miss Gold height. The arrival of an Oly 419 brings the private fleet to 11.

P.A.C.

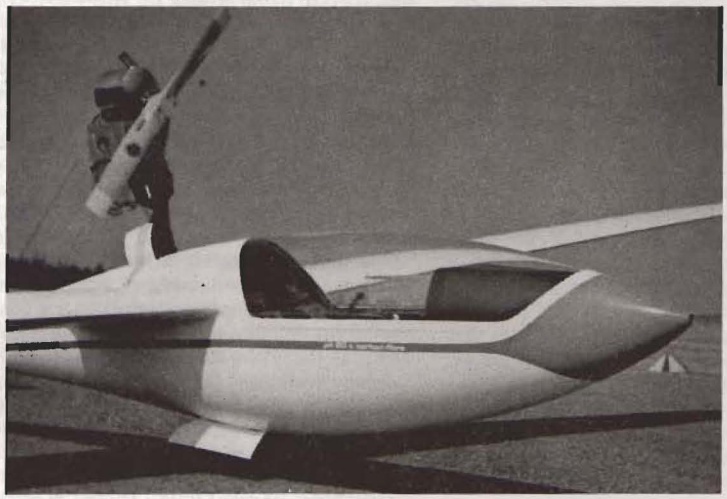
STAFFORDSHIRE (Morridge)

August Bank Holiday was the "day of days". Frank Davies (Oly 419) had more than 4hrs; John Graham (Oly 2B) achieved more than 30min, five flights in the club K-8 reached the 40min limit and 3000ft maximum height with Bronze legs for Peter Dyke, Stephen Bailey and John Davies; Fiona Bailey flew the K-13 for 40min with Philip Barnshaw and John Hind had a "quick" pre-solo check flight with CFI, Charles Webb, which lasted 48min.

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Our expedition to Chetwynd with the Shropshire Soaring Group was ruined by the weather again but some members came back from North Hill full of flying and enthusiasm for the hospitality of the Devon & Somerset GC.

Blackpool & Fylde GC instructor, Tony Knight, is launching our winter programme of lectures with a tape/slide show in October and we are having a Christmas social in December.

Our K-8 just had its C of A and an additional club single-seater is being considered for the future. Colin Ratcliffe has agreed to act as our Safety Officer and promised to issue directives on a regular basis.

Our new winch prime mover is painted and operational and the separate diesel engine is being stripped down ready for fitting to the chassis. Our diesel generator has been renovated and a new 240 volt transformer installed by David Thorpe to power our creature comforts. The site has been improved with the aid of our new flail type grass cutter and roller operated by Peter Joules.

P.F.

STRATHCLYDE (Strathaven Airfield)

This is our first appearance in S&G this year. Our fleet consists of a Motor Falke, Swallow, Prefect and K-7, the latter replacing our T-21. Work is progressing well on the draining of our "bog" at the west end of the airfield and we hope soon to extend our east runway.

Andy Walker, Allan Marshall, Alec Irvine, David Hood and Paul Aspin have gone solo. We have a new CFI, George Piggot, and wish him all the very best.

Our winch is nearing completion thanks to Bob Pettrie and his team. Unfortunately Bob has changed jobs and we won't be seeing as much of him which is a pity as his enthusiasm will be missed.

Congratulations to Dez Tait and Allan Kennedy (Astir) who came fifth in the Northern Regionals' Sport Class.

We had a successful outing to the Strathallan air display in July with the Swallow on static display and Jez Cooke performing his excellent aerobatics in the Falke.

P.A.

STRUBBY (Strubby Airfield)

The recession has at least favoured us in one way — the concrete crushers can't sell the hardcore and have pulled out until things improve, but unfortunately not before making one runway unusable. They have left large lumps of drainage system lying everywhere plus a large (unsoarable) hill of hardcore. We hope now to have time to establish ourselves and let the club grow. One effect of having less space means changing from autotow to winch launching, Ray Bourner becoming chief winch builder.

Soaring hasn't been good this year but on the good days Bronze legs have been quite prolific and congratulations to John Turney for being the first to fly Silver distance to Kirton Lindsey in the club Skylark 2. This was soon followed by Alan Ely (Dart 17) to complete his Silver C. Alan has also been our first success on an instructors' course.

We are getting used to visitors dropping in

from Kirton Lindsey and Cranwell for their Silver distance — they are always welcome.

Our barbeque in August was a success with Cathy Nicholl solo on the griddle. Our annual dinner-dance will be on December 12.

P.B.

SURREY & HANTS (Lasham Airfield)

Conditions relented just in time for the Nationals at Lasham. Apart from the doings of the competitors, our club pilots had rich pickings from the late summer thermals and not a few kind farmers. Among several 500km badge flights and a record breaking two-seater 400km out and return on August 24 (see BGA News), Roy Pentecost took the club Kestrel round Sherborne and Melton Mowbray for Diamond distance. The thermals over this spell felt like April ones, strong and rough, most unlike August and despite the overall poor summer S&H club gliders had clocked up 20 500km by mid-September.

A fine September preceded an excellent spell of westerlies to start the Portmoak expedition. Tony Norrie made a Gold gain in the club Mosquito on the first Tuesday but the barograph failed so he did it properly on the following Sunday, while John Davies and Mike Evans were climbing to Diamond height for the first time. Alan Purnell flew over 300km twice in wave in the first week landing out in a field near Portmoak on the return leg from Aboyne on the first flight. He tells us it was his first field landing since 1973!

During the second week there was Gold height for Ray Partridge and Vincent Chambers and four climbs to 22 000ft on the same day by Colin Lewis, Roy Cross, Alan Purnell and Mike Evans.

C.L.

SWINDON (South Marston)

Our season ended with more than 15 000km flown, an increase of 40% on 1979. Colin McKenan (K-6CR) and Brian Beale (Dart 17R) have their Gold distances and Bob Lock (K-8) has completed the first and only Silver C of the year with a flight to Booker. Mike Nield and Mike Beattie are on instructors' courses this month.

The Blanik recently dragged 1000ft of cable across the dual carriageway and through some bedroom windows before dropping it in a local housing estate. We all learned a lesson and batmen now watch like hawks for cable overruns.

Eric Winning has become Projects Officer (again) and is organising his 30 or so volunteers in various winter type jobs.

J.M.B.

ULSTER (Bellarena, Co Derry)

In the middle of the foulest summer we have ever known, Jeremy Bryson set a new site record on August 17, a good though not exceptional wave day. During his climb he crossed Lough Foyle, the border and Co Donegal to peak at 19 200ft several miles out over the Atlantic beyond Malin Head, of shipping forecast fame.

The filthy weather slightly slowed our DIY hangar erection but when this was written on October 9 most of the cladding was on, leaving only the doors to be built. In parallel with the hangar work Lawrence McKelvie and Jim Wallace had begun converting our half-ruined cottage/fuel store into a basic clubhouse. During their return journey from Dublin GC's autumn safari at Farranfore, Co Kerry, Gordon Mackie and Alan Sands formed an instant glass-fibre syndicate and drove Gordon's Winnebago onto the field with a huge septic tank strapped on top. Purchased at an extremely advantageous price this should soon be doing its duty and we will have on-site toilet facilities.

Among a trickle of visitors from across the water we were pleased to see Justin and Gillian Wills in September and hope for many more next season.

R.R.R.

WELLAND SOARING GROUP (Careby)

The fears we had early in the season that we might lose our site have now been transformed into dreadful reality. We are currently packing and storing our aircraft and equipment because we have nowhere to go.

This crisis has dwarfed the other developments and achievements of the club and its members. Nevertheless congratulations go to Keith Tinker on completing his instructors' course; Dick Short on going solo and Dave Gittens for gaining Silver height and distance.

If anyone within the Association can help us with our site problem we would be very grateful. Please 'phone either Dave Gittens (0733 74022) or Ray Hall (0733 241400).

R.J.H.

WOODSPRING (Weston-Super-Mare)

Sue Marshall and John Bridge have completed their Silver Cs and John Hopkins, Philip Hogarth and David Nichol their Bronze Cs, with Philip and David qualifying for Whitbread bursaries. Bob Sheffield flew his Oly 2B to North Hill for Silver distance and collected the inter-club pot. There were also first solos by Geoff Dorrel and Paul Hruza. Our congratulations also to Angelos Yorkas on successfully completing his instructors' course.

An expedition by several members to the Long Mynd turned out to be par for the year with very little flying due to bad weather.

We were very grateful to have a tug from Thruxton during a Sunday in September; it proved very popular and we hope for another visit soon.

A successful barbeque was held in the hangar in October, thanks to Stan Jennings and helpers.

C.B.H.

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SERVICE NEWS

ANGLIA (RAF Wattisham)

Our congratulations to Mik Hirst and Steve Drinkwater on going solo; to Bam Bam, Bob Muteham, Mick Hammond, Udo Caston and Steve Brian on Bronze legs and Steve Brian and Eric Cooper on Silver heights, Eric also gaining his five hours in a K-4.

John Hicks and "Mouse" Ackroyd have become assistant Cats. On a recent visit to France our CFI, Mick Boydon, gained his 500km while at the same time his wife Jay gave birth to a baby, Sarah Elizabeth.

We gave our 22 year-old T-21, replaced by a Blanik, a fond farewell. On the social side, our games night with Rattlesden GC included conkers, platypus racing and throwing the boot! Rattlesden won.

S.P.

BICESTER (RAFGSA Centre)

There were good conditions on the August Bank Holiday weekend with seven attempting a 300km on the Monday, three almost succeeding. Alfie Bass completed the triangle but had a snag with photographic evidence while Craig Boston and John Charlett-Green both flew 293km. Several others gained Bronze or Silver legs, Jim Belk completing his Silver C with a distance on the Saturday when Ian Fraser did his five hours, with durations for Eric Young and Major Reid on the Monday.

On the Sunday yet another 50km attempt ended with the pilot as matador — he intends to pay particular attention to gates after spending two hours successfully defending his K-6 from 40 large bullocks which invaded the field from the one next door.

Earlier in August several pilots thermalled in fairly local wave on one or two windy days, but exploration of the wave was limited by lack of oxygen or airways problems. Fitting oxygen and other fettling for the expedition to Aboyne at the end of October is keeping many members busy.

At least a dozen pilots, including several on the Joint Service gliding course in September, have recently gone solo, some progressing to Bronze legs.

We are happy to report that Bob Johnson

continues to make good progress after the almost unique operation following his serious accident with the winch cable.

J.W.

CRANWELL (RAFGSA)

We held a party in the clubhouse on September 13 for our CFI, Bruce Tapson, when he was presented with an engraved tankard in appreciation of his magnificent first year of office. Our thanks also to his wife Angie for her forbearance.

We have had a very successful year and recent achievements include Julian Blackmann, Malcolm Scott, Peter George, Nigel Olding and John Gunns going solo; Bill Barker gaining his Bronze C; Ken Pick and John Rogers completing their Silver Cs; John Hull getting five hours; Bob Brownlow a 300km triangle and Dave Almey a Gold height.

Ian Barrow had a wave climb in the K-8 and was called down from 10 000ft, which proves wave does occasionally visit the flat plains of Lincolnshire.

The syndicate Tutor is flying again after its respray and the syndicate Weihe has been recovered and looks splendid with the flying surfaces in a natural finish.

G.A.B.

EAST MIDLAND (RAF Wittering)

Ian Gill and Jerry Parr have successfully completed an instructors' course, Jerry gaining his Silver C at the same time. Kev Parker has his Bronze C and his wife Lyn isn't far behind. Our thanks to them both for organising our two barbeques.

Bob Green has gone solo and is flying the K-8 when not converting one of our Wild winches to a narrow drum.

We welcome back Mick Topham from Bannerdown, extend greetings to the Böras Segelflug Klub of Sweden and welcome our new members.

J.N.P.

FENLAND (RAF Marham)

August was a good month and many of our new pupils went solo and obtained Bronze legs within the week.

Congratulations to Ian Smith and Tony Steele on their Gold distance and Diamond goal; Phil Southam on completing his Silver C; Stu Moon and Mike Smith on Silver distance and height; Ken Reeves and Pat Higgins on gaining their assistant instructor rating and to our CFI, Ben Benoist, on coming fifth in the Nationals.

An autumn expedition is planned to Portmoak.

S.S.

FOUR COUNTIES (RAF Syerston)

Congratulations to Tony Satchel and Pete "Kermit" Clay on their Silver Cs (they both did distance and duration) and to Wendy Poole on her distance.

Our new assistant Cats are David Fearon and Colin Davey. Recent solo pilots are Trev Colimbine and Bernard Kroemeke, one of our German friends from Cottesmore. We also have a re-solo, Roy Johnson.

August 10 turned out to be a mini Comp with six pilots doing the same 100km and Hamish Brown doing it twice. A good task week was had by all with John Taylor, Dickie Feakes, Keith Taylor, Gary Stingemore and John Marriott doing 280, 250, 200, 290 and 165km respectively.

Our AGM will be on December 6.

G.P.S.

FULMAR (RAF Kinloss)

Three pilots contacted wave on a mid-August day and climbed to 14 000ft over the site. The ratio of instructors to pupils has changed dramatically after Bob Fox, Steve Partridge, Al Thomson, Steve Clements and Bernie McDermott completed their instructors' courses.

Congratulations to Tony Garrod for completing his Bronze C during a course at Bicester and to Shirley Stewart for going solo.

We say farewell to Clive Jennings and thank him for all his hard work. Contrary to the report in the last issue, Pete Spevack hasn't left the Service but has settled for a change of trade.

C.J.

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Course details from R. Haddon, 54 Brampton Road, Cambridge

HUMBER (RAF Lindholme)

Three pilots competed in the Northerns, Derek Wilson (Sky) and Keith Taylor (SHK) coming second in their respective Classes, and Keith Mitchell was third in the Inter-Services.

August Bank Holiday was superb with lots of badges being gained. Vic and David Wilson both did their five hours in the Sky with the same achievements by Clive Brealey (K-8) and Dick Gordon (K-7). Cliff Edmundson and Bernie Shaw gained Silver distances; Trina Jennings, Trev Marshall and Neil Windle Silver heights and Sue James went solo and claimed a Bronze leg on her fourth flight.

The following weekend Steve Wilson (Sky) achieved his duration, Sheila Gildea went solo and Mick Logan converted to the K-8. Then on October 4 Sheila flew both Bronze legs with a possible Silver height. The day was marred by news of Tony Smith's accident at Kinloss and we hope he makes a speedy recovery.

We welcome Bob Sheffield and family, Steve and Lu Bunting and Bob and Rosemary Leadbeater.

This has been a record year for us with 6118 launches since the beginning of October, 1979, and the end of August, 1980. In fact we achieved more qualifications over the August Bank Holiday than the rest of the year put together. We have a new K-7 to replace our T-21.

K.M.G.

PEGASUS (RAF Gütersloh)

We have three more instructors — Andy Batchelor, Rick Millington and Tony Evans. Bill Gordon completed his Silver C with a duration flown on the ridge at Bisperode. John McGivern has now completed his Bronze C and only needs his distance for a Silver C, all within three months of going solo. Sadly, though, he is leaving for the UK and will be much missed. Another to go is Des Neal, again to the UK.

Plans are being made for the GGA's expedition to Sisteron next year and this month we have our ridge expedition to Vennebeck. We hope to turn the AGM at the end of the season into a mini longest day with a tug arriving from Hildersheim. Next year we are hoping for a new Vega.

B.P.

WREKIN (RAFGSA)

First, congratulations to Barry Elliott and his crew in winning the Northern Regionals in our syndicate Dart 17R.

We had some reasonable weather for our August soaring week. Al Marshall went solo and managed two Bronze legs on his conversion to the Blanik. Gary Feeley (Dart) and Mossie Williams (K-18) flew Silver distances, Mossie completing his Silver C later in the week with five hours on our ridge.

We welcome two instructors to the club, Tim Dickinson and Ian Hazel.

J.L.R.

WYVERN (RAF Upavon)

Andy Harkins has finally completed his 300km distance and goal in the Astir. Congratulations also to Penny Smith for her duration, Adrian Matyear for completing his Silver C and Stuart Lawrie for a Bronze leg under difficult conditions.

Ken Mackley and Phil Wood visited Sutton Bank recently with Phil gaining a duration and distance in his Oly 2B to complete his Silver C. Martin Hardy is taking a small party to Aboyne this month.

With our new winch in use, five minute circuits are a distant memory. We have completed two *ab-initio* courses and have a third just about to start.

Sue Hawkins, Secretary, has handed over her duties to Brian Kemstock and is about to take over as AGA Treasurer from Howard Jarvis, our CFI.

J.R.H.

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YOUR LETTERS

FIELD LANDING ADVICE

Dear Editor,

I was very pleased to have my mind jogged by John Morris in his article on "Field Landings" and also John Williamson by his "Field Landing Accident Analysis" (June issue, p115 and 117). This seems to be an endemic problem. Perhaps I could add a couple of pieces of practical advice on coping with the problems and with Morris's visual perception illusions in particular. It is only too true that the most difficult problem of all occurs with the "straight-in" approach — which no one in Williamson's analysis actually admitted to doing. The reason why circuits are the rule at nearly every airfield is that, in addition to producing a more orderly traffic flow, they allow the pilot time to observe and plan the later stages of the approach and landing. For strange fields circuits must be mandatory.

Assuming (and that is a big if) the size and surface difficulties are assessed before or during the circuit, there is still the need to deal with slope. It remains generally true that if you can see any clear slope the field is probably too steep — certainly for a downhill landing. Regardless of slope, however, the same constants remain. The need is to fly the final approach at the correct air speed and employ good aiming point technique to ensure safe arrival at the chosen touchdown point. If this is done, then the sloping illusion should not be a problem. Finally, although the 1980 field landing season may be over, now is the time to practise — with real fields — for next year — and try to curb skyrocketing insurance premiums for 1982.

DEAN CARSWELL, **Fort Worth, Texas, USA.**

MUST CONFORM TO BRITISH STANDARDS

Dear Editor,

I was quite horrified on reading Charles Ellis's letter in the August issue, p202. He would appear to be quite happy to fly in an aircraft without any assurance as to its quality of workmanship! Taken to its logical extent, this attitude would result in gliders being held together with bent nails and coach bolts.

If Mr. Ellis were to take the trouble to investigate his claims towards cars, motorcycles, boats etc he would discover that essential components of all of them must conform to the requirements of British Standards. This system assures the buyer that tyres, brakes, cables etc conform to the minimum safety requirements. Aircraft are designed to similar standards, but since the potential hazards are greater, the requirements are more stringent.

I. D. SMITH, **Brentwood, Essex.**

CRITICISM OF NEW CAR STICKERS

Dear Editor,

I feel compelled to express my view on the content of the BGA's new car stickers — "Glider pilots stay up longer." The original one, which I am delighted to display in my car rear window, "Glider pilots do it quietly", is a witty *double entendre* since it is a self-evident fact that glider pilots definitely do it, *ie* flying quietly. It is by no means self-evident, particularly to the non gliding public who know nothing of five hour badge flights, that glider pilots stay up longer.

Generally speaking the power pilot has the ability, whatever the weather conditions, to stay up at will and therefore longer than the glider pilot. This fact degenerates "Glider pilots stay up longer" into a salacious and highly dubious epigram unworthy of the BGA.

GEOFF SMITH, **Knaresborough, Yorks.**

THERE IS ALWAYS KNITTING!

Dear Editor,

I read with some amazement Mike Fairman's letter "Competition and Field Landings", in the August issue, p203, and having heard one other oldish (over 40) competition pilot express similar views, after some deliberation I have come to the following conclusions:

a) One must be very wary of thinking that the diminishment of the sense of adventure which occurs as we reach and pass middle-age is shared by younger people (of course in a few cases it is *vice versa*).

b) A sense of self-preservation is something we acquire as we go through life and a keen 20 year-old pilot is not likely to be impressed by these proposals.

c) In a small crowded island almost any sporting activity will affect, to a certain extent, people not involved and I do not think gliding is particularly bad in this respect.

d) Mike ought to give up competition gliding and join the local knitting society, although even in this there would be the risk of getting knocked over crossing the road and no doubt I would want to park my car where his was parked, therefore his sport would be inconveniencing me!

RALPH JONES, **Lambourn, Berks.**

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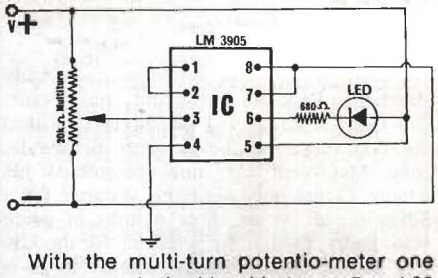
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VOLTAGE LEVEL MONITOR

Dear Editor,

I have a very simple DC voltage level monitor on my sailplane which may be of some interest to your readers. The circuit diagram is given below.



With the multi-turn potentio-meter one may set any desired level between 5 and 30 volts at which the LED will be glowing, warning the pilot of a low voltage condition. In my case the level is set at 10.7 volts for a 12 volt supply.

PIERFRANCO DOTTI, **Rome, Italy.**

ARE GLIDER PILOTS GOING MAD?

Dear Editor,

Many years ago Lorne Welch introduced the idea of the Standard Class to keep the cost of competition gliding within reasonable bounds. Now a carbon fibre flapped 15 metre machine can cost £14 000 and if you want to fly Open Class and add two metres to your tips you will still be outclassed by the 23 metre ships costing twice as much.

There is another answer. Buy a Motor Falke and fit a twin-choke carburettor and arrange a flat spot when the smaller choke is fully open and the large choke is closed. The throttle linkage is connected *via* a Bowden cable to a marker on the barograph so that it is quite clear when the aircraft is being flown on the flat spot. The carburettor is now tuned so that the machine has 1kt sink at 55kt cruise. This gives you an aircraft which has the same performance as the latest Open Class

ships plus room for a passenger, plus the ability to take-off without an aerotow, plus the ability to fly to any contest in Europe.

If you want to fly Standard Class you merely fit another jet which gives you Standard Class (*ie* 1:40) performance. I'm sure I could win the World Champs with such a machine, particularly if I had George Lee sitting beside me. Why don't we use a bit of commonsense for a change?

D. B. JAMES, **Marlow, Bucks.**

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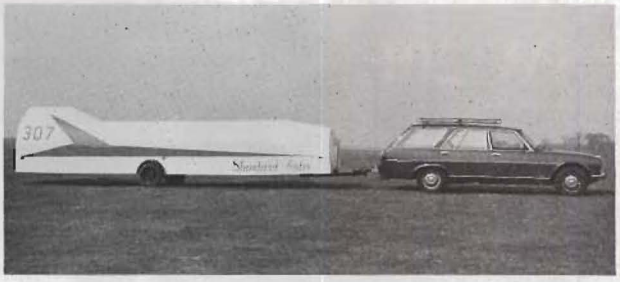
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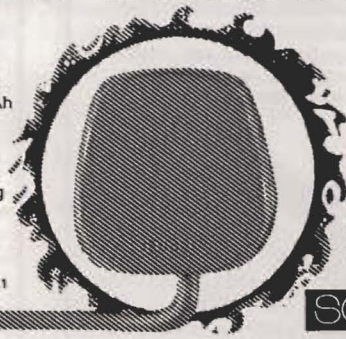
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ADVERTISERS' INDEX

A. E. Supplies	278
Aerospace Information Centre	280
Air Apparatus & Valve Limited	288
Airtour International Publications Ltd	278
AMF Enterprises	300
Anglo Polish Sailplanes Ltd	270
John Astley & Sons Ltd	289
Austin Aviation	289
Avionic Systems (Heathrow) Ltd	306
Beaumont Aviation Literature	285
Bristol & Gloucestershire Gliding Club	304
British Gliding Association	277
British Leyland Cars (Rover)	Inside front cover
R. Bull	307
Cambridge Aero Instruments Inc	262
Cambridge University Gliding Club	304
Chiltern Sailplanes Ltd	266
Classifieds	309-311
Cornish Gliding & Flying Club	304
Coventry Gliding Club	304
Crystal Trading	273
CSE Aviation Ltd	307
B. Dixon Bate Ltd	310
Deeside Gliding Club	304
Doncaster Sailplane Services	298
Flow Technology (2000) Ltd	272
Glider Instruments	301
Gliderwork	276
Gliding Club of Victoria	311
A. W. Hanfrey (Sailplanes)	284
J. Hardy (Instruments) Ltd	264
J. A. Harrison (Brokers) Ltd	288
Herefordshire Gliding Club Ltd	305
Holland Aviation	275
HT Communications	278
J. Hulme	302
Humberside Aviation	278
Irvin Great Britain Ltd	268
JSW Soaring	273
Kent Gliding Club Ltd	312
Lasham Gliding Society Ltd	305
London Gliding Club	305
London Sailplanes Ltd	267, 279
Mainair Sports	303
Marks of Distinction	312
R. L. McLean	309
Mechanical Services Ltd	309
Midland Gliding Club Ltd	312
Mowbray Vale Insurance Brokers	269
F.Muir	265
John Murray Publishers Ltd	288
Nine Four Aviation Ltd	308
Norfolk Sailplanes	263
Peakin Parachutes	292
REF Electronics	307
Redwood Instrument Company	278
Ricardo Avionics	278
Sailplane & Engineering Services Ltd	308
Schleicher Aircraft	280
Scottish Gliding Union	312
Sebring Soaring Centre	267
Skinner & Smith	307
Slingsby Engineering Ltd	274
Soaring (Oxford)	266
Solapak Products	308
Southdown Aero Services Ltd	265
Southern Sailplanes	Back cover
Speedsoaring	284
Speedwell Sailplanes	299
Thermal Equipment Ltd	308
Graham Thomson Ltd	Inside back cover
Three Counties Aero Club Ltd	263
Watts Tyre & Rubber Co Ltd	307
Brian Weare	278
Welsh Hang Gliding Centre	311
Westley Aircraft	285
C P Witter Ltd	310
Wycombe Gliding School	312
Yorkshire Gliding Club (Pty) Ltd	312

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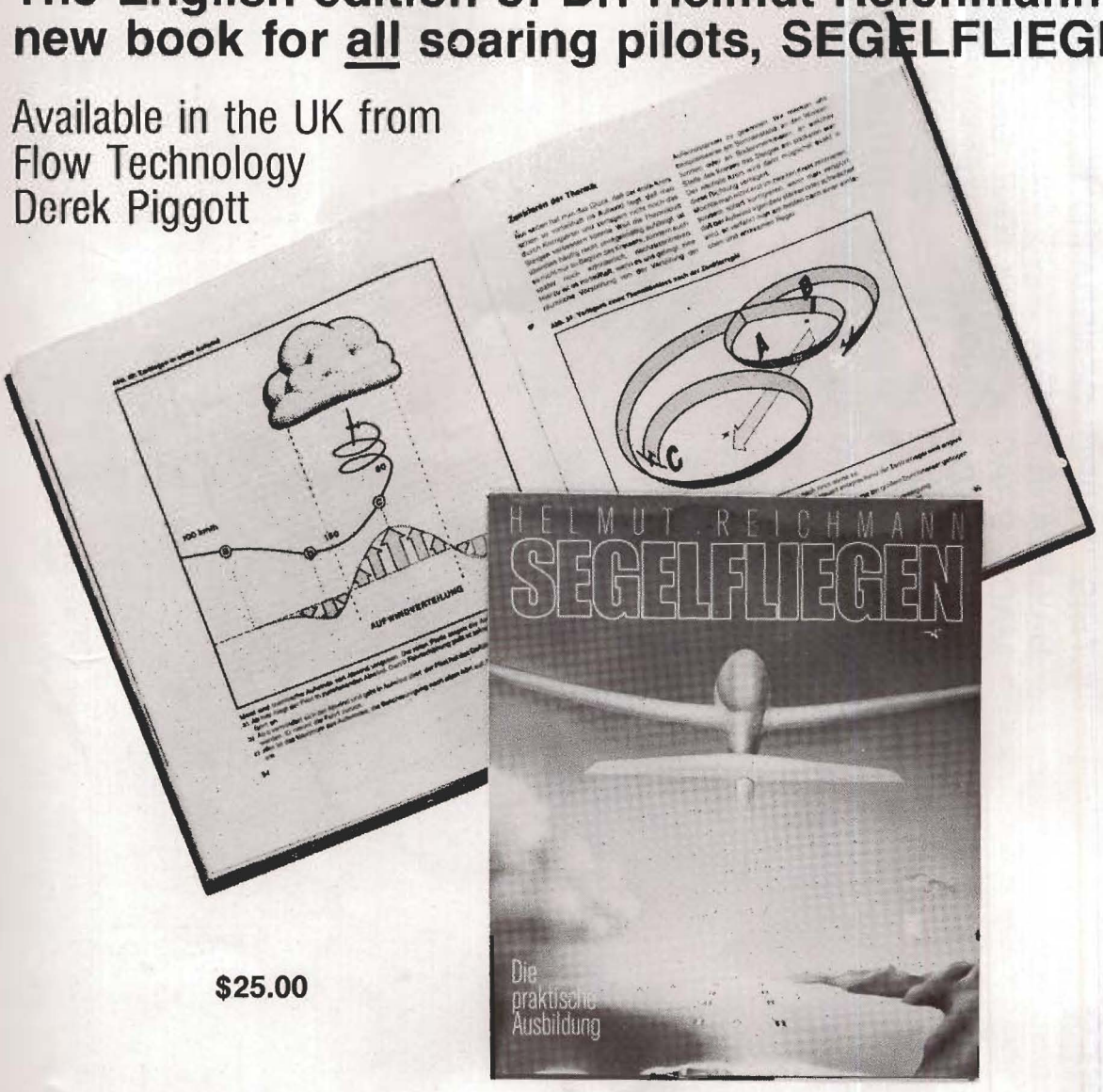
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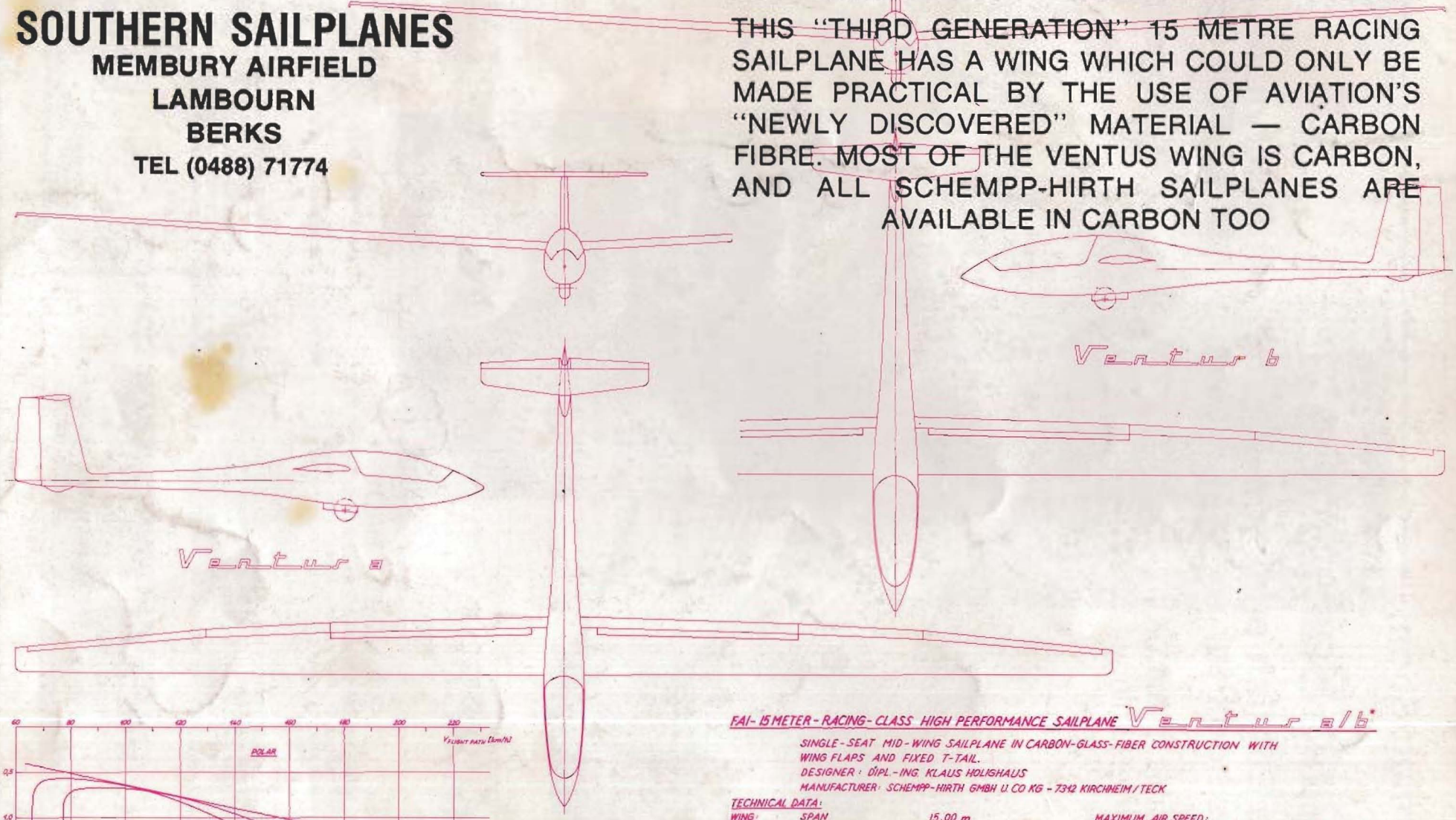
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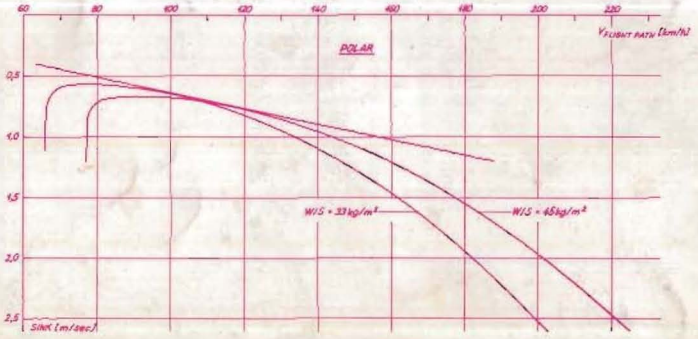
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WING:	SPAN	15,00 m		MAXIMUM AIR SPEED:		
	AREA	9,51 m²		AT ALL WEATHER CONDITIONS	250	km/h
	ASPECT RATIO	23,70		WING LOADING:	30-45	kg/m²
FUSELAGE:	LENGTH	6,35 m	(6,56 m)	MAX. WATER BALLAST:	150	kg
	WIDTH	0,54 m	(0,62 m)	PERFORMANCE: AT W/S	33/45	kg/m²
	HEIGHT	0,75 m	(0,83 m)	STALL SPEED	65/81	km/h
WEIGHTS:	EMPTY WEIGHT	215 kg	(220 kg)	MINIMUM SINK	0,57/0,66	m/s
	MAX. PAYLOAD	115 kg	(120 kg)	MAX. L/D	43,5/44	
	MAX. WEIGHT	430 kg				

* DIFFERENT TECHNICAL DATA FOR "Ventus b" IN ( )