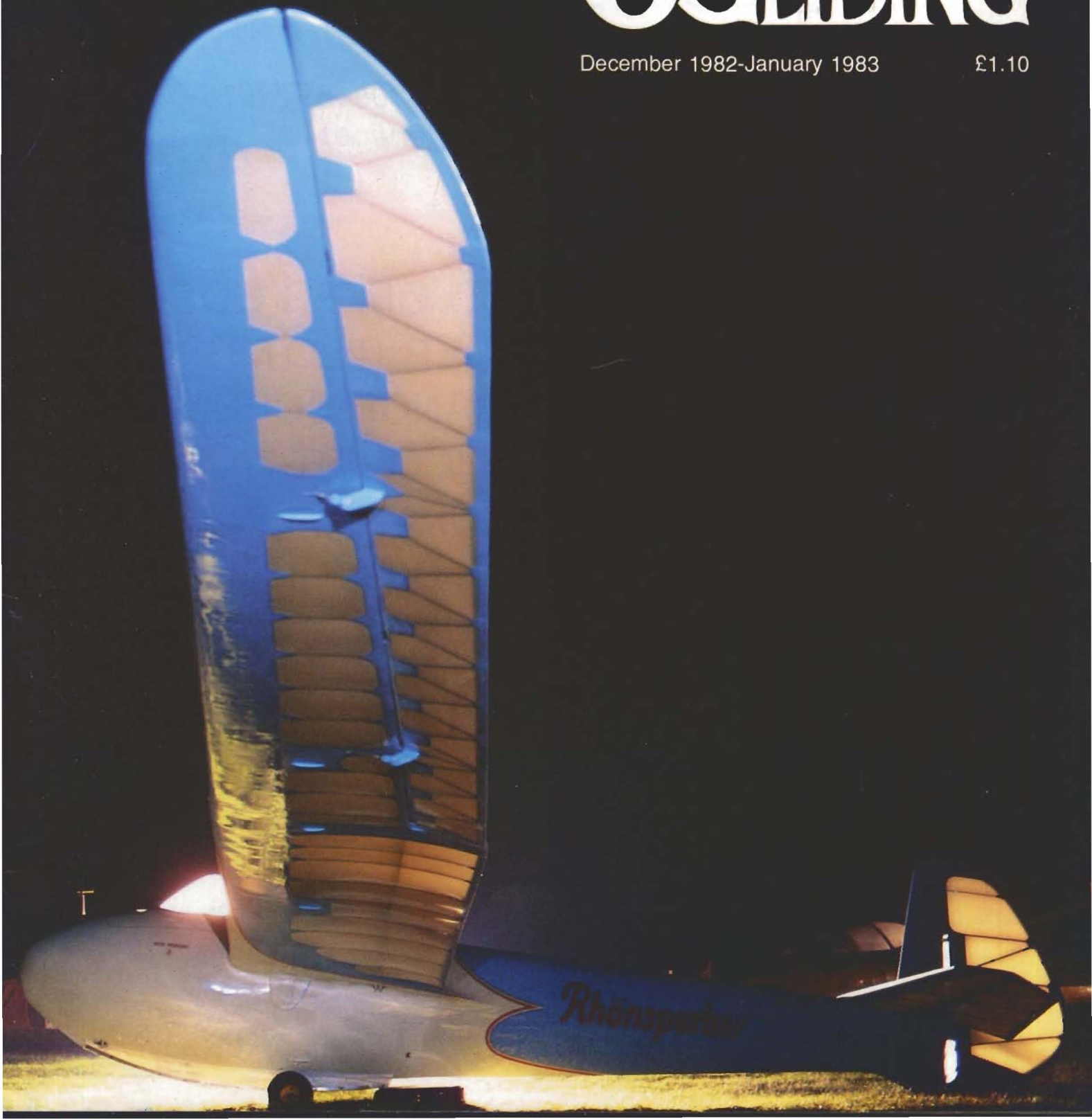
SAILPLANE AND GLIDING

December 1982-January 1983 £1.10



CUT THE COST OF FLYING
INSURE WITH **THE** GLIDING INSURERS

Ring Carol Taylor at THIRSK (0845) 23018
(24hr. Ansaphone Service)

WE CAN NOW ALSO OFFER OUR **EXCLUSIVE** GLIDER PILOTS' HOUSEHOLD INSURANCE SCHEME 'NEW FOR OLD' COVER — SUBSTANTIAL DISCOUNT FOR MEMBERS OF BGA CLUBS

or write to:

MOWBRAY VALE INSURANCE
8 CASTLEGATE, THIRSK
NORTH YORKSHIRE
YO7 1HL
Telex 587470

All classes of insurance transacted *Represented at Lloyds*

SAILPLANE & GLIDING

Magazine of the BRITISH GLIDING ASSOCIATION

Editor:
Gillian Bryce-Smith, 281 Queen Edith's Way, Cambridge, CB1 4NH. Tel. Cambridge 247725.

Consultant Editors:
Alan E. Slater
Rika Harwood, 66 Maisemore Gardens, Emsworth, Hants. Tel. 024-34 4580.

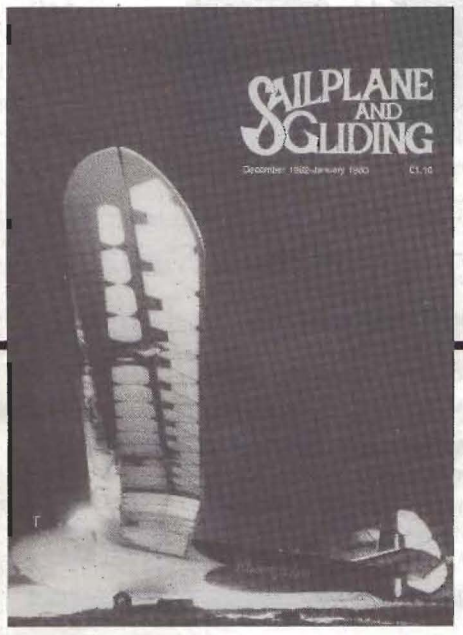
Subscriptions:
Jenny Rolfe. Tel. Market Harborough 67084.

Committee:
A. W. F. Edwards (Chairman), R. Q. Barrett. M. Bird, F. G. Irving, B. Rolfe.

Advertisement Manager:
Peggy Mieville, Cheiron Press Ltd., 7 Amersham Hill, High Wycombe, Bucks. HP13 6Q. Tel. 0494-442423.

Publisher:
British Gliding Association, (Barry Rolfe, BGA Administrator).

Cover: Roger Pollard took this striking photograph of the Rhönsperber Rodi Morgan spent 3000 hours in restoring. It was on show at Dunstable during the Vintage Glider Club's Rodi Morgan Commemorative Rally in September.



CONTENTS

252 **The Scottish Airways Issue** T. S. Zealley
253 **Flying the Pegasus** D. S. Watt
254 **Wave Sites in the UK**
256 **Practical Wave Soaring** P. A. King
259 **Enterprise — Reaffirmation of a Faith** J. S. Fielden
260 **Tail Feathers** Platypus
262 **1982 Standard Class Nationals** Dilys Yates
266 **The Instruments the Pilots Used** D. Richardson
Final Results
267 **1983 Nationals Qualifying Lists** J. D. Benoist
268 **Something of an Obsession!** S. N. Longland
271 **This Time Last Year . . .** Mentor
272 **Regionals' Results**
274 **BGA and General News**
275 **From the Secretary's Desk** B. Rolfe
277 **Gliding Certificates**
BGA Accident Summary A. W. Doughty
278 **60 Years Ago — First Soaring Flights** A. E. Slater
280 **Your Letters** J. Gibson (reply by M. H. P. Pope), S. Williams, H. Ober, P. A. E. George, R. R. Rodwell, A. Knight, A. E. Slater, G. Leat
282 **Club News**
287 **Service News**
288 **Overseas News** A. E. Slater, M. Bishop, A. Hengelaar
289 **Obituary — Walter Zuerl** A. E. Slater

DECEMBER 1982 - JANUARY 1983 VOLUME XXXIII No. 6

British Gliding Association
Kimberley House, Vaughan Way, Leicester, LE1 4SG. Telephone Leicester 0533-531051

Printed in England by Blackfriars Press Ltd., Smith Dorrien Road, Leicester

SOUTHDOWN AERO SERVICES LTD

SPECIAL OFFER OF CAMBRIDGE AIRCRAFT INSTRUMENTS TO U.K. CUSTOMERS

Up to 31st December, 1982, we can offer 15% off our normal retail price on most Cambridge Instruments and even higher on some types

Ring Herriard (025 683) 359 or write to us at Lasham Airfield, Alton, Hants, GU34 5SR for details

Cambridge

The choice of Winners at Paderborn, Chateauroux, and Rayskala.



MKIV Director



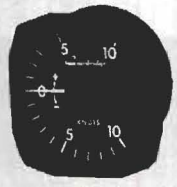
MKIV TE Comp. Variometer



MKIV NAV Director



Mini Variometer



Standard Variometer

The combination of the MKIV TE Compensated Variometer and the revolutionary new MKIV NAV offers the most advanced yet simple AIR DATA COMPUTER system available.

Combining Micro-processor and Custom LCD technology, the new system represents Cambridge's commitment to advanced soaring equipment.

Sales: Southdown Aero Services Ltd.
Lasham Airfield, Nr.Alton, Hants.
Tel: Herriard 359

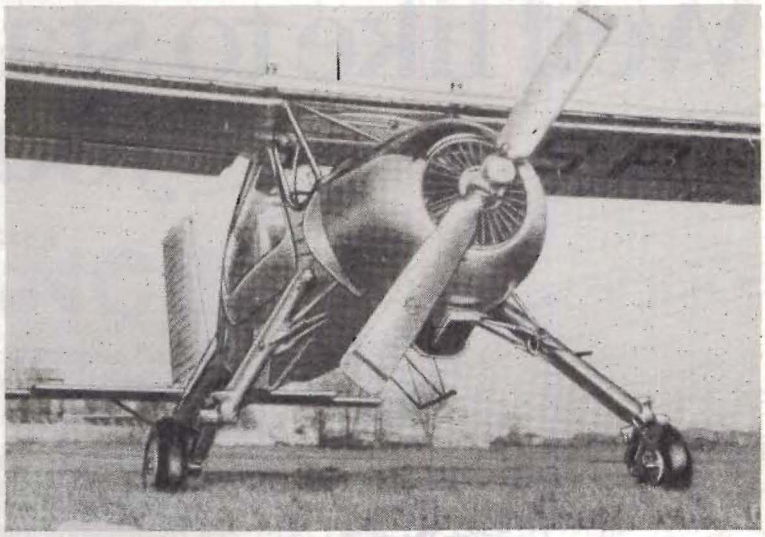
Service: Glider Instruments,
5 Glendevon Rd.,
Woodley, Reading.Berks.
Tel: (0734)696491

CAMBRIDGE AERO INSTRUMENTS
300 Sweetwater Ave.
Bedford, MA 01730 USA
Tel. (617) 275-0889
TWX# 710-326-7588

SZD-50 PUCHACZ
Two seat all fibreglass training glider



COME AND FLY OUR DEMONSTRATORS



PZL-WILGA MAY BE BOUGHT, HIRED OR LEASED

GLIDERS
MOTOR GLIDERS
LIGHT AIRCRAFT
AGRICULTURAL A/C
HELICOPTERS
ENGINES
INSTRUMENTS
SPARE PARTS

OGAR *Two-seater Training Motor Glider Limbach Pusher engine 68 HP Glide angle 1:27 supplied with full set of instruments.* Demonstrator at Booker NOW



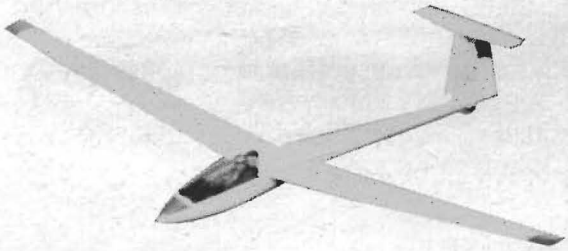
Anglo-Polish Sailplanes Ltd.

(0494) 40911 **(evenings and weekends 0628-39690)**

Wycombe Air Park · Booker · Marlow · Bucks 24 hour answering service Telex: 848314 CHACOM G

LS4

— WINNER 1981 WORLD CHAMPS



★ TOP SEVEN PLACES ALL LS4's
★ MANY OTHER CONTEST WINS

A FEW EARLY OPTIONS STILL AVAILABLE

For information on Rolladen-Schneider sailplanes and Dittel radios, contact the **sole UK agents** —

SPEEDSOARING

DITTEL

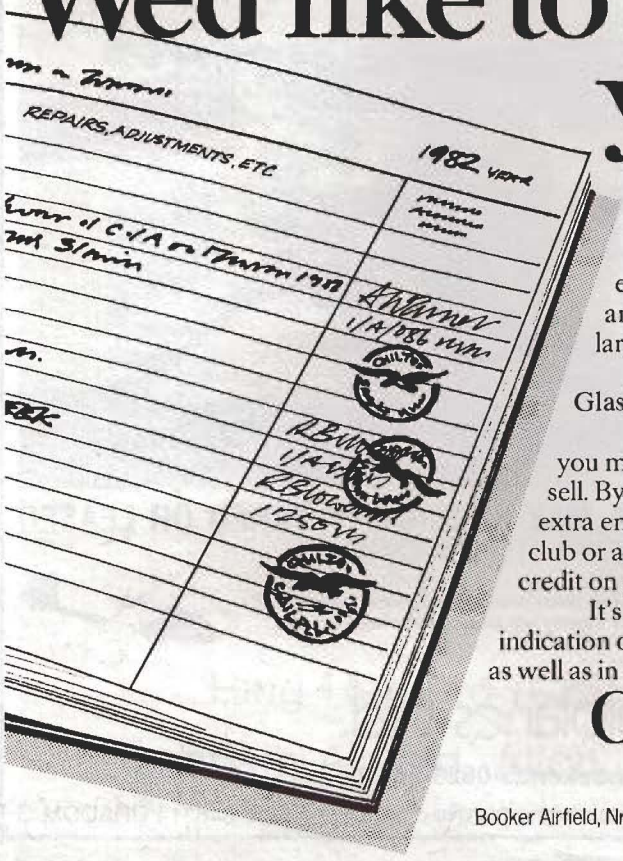
— SIMPLY THE BEST AIRCRAFT RADIOS

★ Ultra low power consumption
★ Two year warranty, parts and labour
★ Unbeatable reliability
★ Fully CAA approved for all classes of use including public transport and airline



23 ROUNDHEAD DRIVE, THAME, OXON
084421 4132 or 08692 42691
24 HOUR ANSWERING SERVICE

We'd like to stamp all over your logbook.



It's an experience, so our customers tell us, that they find highly profitable.

Our workshops are equipped with the kind of specialised environmental controls which let us handle the very latest resins and paints (including a post curing oven big enough to take the largest modern gliders).

Our spares section carries parts to back up our repairs for Glasflugel, Grob, Schleicher, PZL, Tost, Mecaplex and others.

And the net result is that our stamp on your logbook means you may actually get a better price for your aircraft when you come to sell. By definition this level of quality doesn't come cheap. But there is an extra encouragement. Simply by nominating your club or association you can get a 5% commission credit on goods bought by members.

It's not a vast amount, but useful. And another indication of our support for the sport on the ground, as well as in the air.

Chiltern Sailplanes Limited.

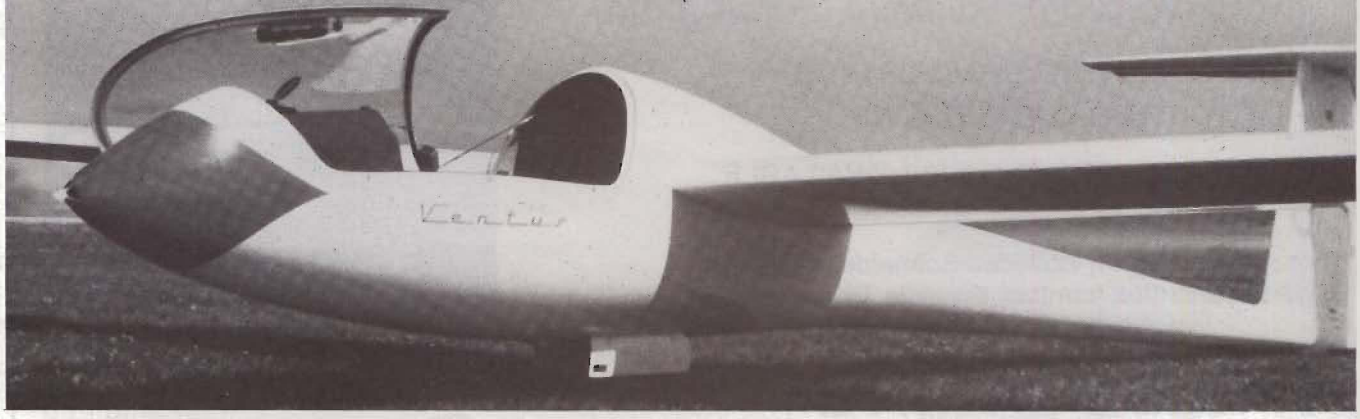
The best. And it shows.

Booker Airfield, Nr. Marlow, Bucks. SL7 3DR. 0494 445854 (works) or 0865 890517 (outside office hours).

Fly Britain's best club fleet.

We have just added a tipped Ventus to an already impressive line up.
We operate 365 days with the unmatched facilities of Lasham. And soaring is free after the first two hours of each flight.
If you are not quite ready for the Ventus you'll find the right progression from Ka 8 up.
Ventus · Kestrel · Mosquito · 3 Astirs · 2 Sport Vegas · 3 Ka 8s.

Surrey & Hants – best fleet, best site, best value.

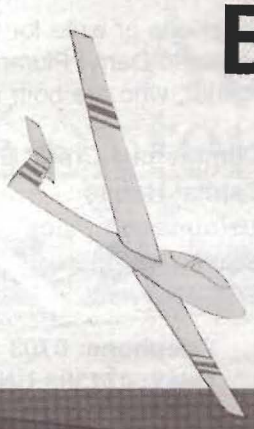


Phone Ray Partridge, Worplesdon (0483) 232576 or Vince Chambers, Reigate (07372) 47197.

YOUR GLIDER INSURANCE

A NEW APPROACH FOR THE....

BRITISH GLIDING MOVEMENT



MANAGING AGENT

WYATT INTERNATIONAL LTD.

Boundary House, 7/17 Jewry Street
London EC3N 2HP

Telephone: 01-481 4772/4742 Telex: LONDON 886572 & 883039

Registered Office: 19 Cursitor Street, London EC4A 1LT. Incorporated 20th May, 1982. Registered in London 1637001.

Lightweight one-piece Oversuit

Water and Wind Resistant — Washable
High Quality — Made in U.K.

£29.50 (inc p&p)



Designed for Sports Aviation and Ski-ing this stylish oversuit gives complete freedom of movement and comfort even when worn over thick sweaters etc.

FEATURES INCLUDE:

- ★ Fully opening design — SIMPLY ZIP IT ON — ZIP IT OFF.
- ★ Made of high quality waterproofed Polycotton and two fully guaranteed non-metallic zips, with patch pockets having deep velcro secured overflaps.
- ★ Suit folds into its own belted carry pack
- ★ Weighs only 23 oz.

COLOURS: Mid Navy with matching trim and zips. Royal Blue with navy trim and zips.

Thermal Insulated one-piece Oversuit

Designed Specifically for Sports Aviation

£49.50 (inc p&p)

Same design as lightweight suit weighing approx 48 oz and incorporating 150 gr 'Thinsulate' a recently developed thermal insulation chosen for use on the major 1981/2 British Himalayan Expeditions including Mt Everest (29,028 ft) and Mt Kongur (23,325 ft) and also the Army Alaskan Expedition as it gives approx twice the warmth of most other insulations of equal thickness including down and fibrefills.

These suits have been extensively tested in Hang Gliding, Microlighting and Free Fall Parachuting and used by British Teams in International Competitions.



Thermal Insulated Waterproof Boots

GUARANTEED WATERPROOF — GUARANTEED WARM

£12.50 (inc p&p)

Quick grip sole — Removable and Washable Thermal lining — Light and Comfortable — Full Range of Sizes up to 11½ — Colour OLIVE.
IF ORDERING BY TELEPHONE the number is 0702 353069. Please state ACCESS/BARCLAYCARD No. Colour choice, Chest Size and Height or Shoe Size if applicable. Total refund guaranteed if not completely satisfied.

BARCLAYCARD VISA

CLUB ENQUIRIES WELCOME

Access We welcome Access

J. V. C. METCALF & Co., P.O. Box No 66
ALEXANDRA HOUSE, SOUTHEND-ON-SEA SS1 1BU

Please send Lightweight/Thermal Oversuit

Chest Size ..... Height ..... Colour .....

Please send .....:Pair(s) Thermal Insulated Waterproof Boots Size (normal shoe size) .....

Name .....

Address .....

.....

I enclose my cheque/Postal Order for sum of .....
or please debit my ACCESS/BARCLAYCARD.

No .....Signature .....

REF: SPG

COMMERCIAL CREDIT

FINANCE

for

Gliders and Motorgliders

★ COMPETITIVE TERMS AVAILABLE SUBJECT TO STATUS

★ A MORTGAGE OVER THE AIRCRAFT MAY BE REQUIRED

Telephone or write for written credit details to Darryl Plumridge or Paul Potgieter, who are both qualified pilots

Commercial Credit Services Ltd
Capital House
1 Houndwell Place
Southampton
SO1 1HU

Telephone: 0703 333822
Telex: 477333 UNKSTN G

IRVIN

EB75

LOW-PROFILE PARACHUTE



Also available
The IRVIN EB62
and EB73

- All-up weight 6.9kg
- IRVIN lightweight 1.24 Canopy
- Contoured, 3-pin side opening pack: Length 550mm Width 360mm Depth between 65mm x 80mm
- 3-point quickly adjustable harness
- Full packing and servicing instructions
- Suitable for Aircraft, Gliders and Helicopters

For full details write to:

Sales Department, IRVIN Great Britain Limited, LETCHWORTH, Herts. SG6 1EU
Tel: 6262 Telex: 82198

THE REPAIR SPECIALISTS

SPEEDWELL SAILPLANES

NOW IN OUR 22nd YEAR

WE REPAIR: GLASS — STEEL — ALLOY — WOOD

LLOYD'S APPROVED

TUG AIRCRAFT REPAIRS AND RE-COVERS

VINTAGE AIRCRAFT REBUILDS

FULLY QUALIFIED STAFF

RAPID SERVICE

SHEPLEY LANE, HAWK GREEN, MARPLE, CHESHIRE Tel. 061-427 2488

Announcing a 100% extension to our service.



Now Chiltern Sailplanes are really taking off.

We've started a service specifically for people owning and flying motorgliders.

And its standards, we promise you, will be every bit as high as you've come to expect from us.

Grob, Hoffman, Valentin, Fournier, Scheibe

As well as being repair agents for the celebrated Grob range we're also officially appointed repair agents for Hoffmann 'Dimona', Valentin 'Tiafun', Fournier 'RFIO', and Scheibe 'Falke'.

Our environmentally controlled workshops may have helped win these peoples' approval. We can, after all, handle all the latest resins and paints (and our post curing ovens are large enough to take the largest motorgliders).

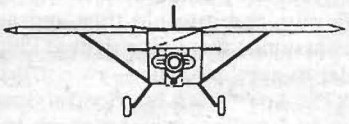
Naturally, our engine work is the best around and we also sell a wide range of instruments and accessories.

In short, we're providing motor gliding enthusiasts with all the technical superiority which our sailplane customers enjoy. And as they'll tell you, that's a considerable advantage.

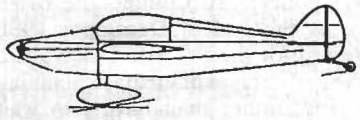
Chiltern Motorgliders Limited.

The best. And it shows.

Booker Airfield, Nr. Marlow, Bucks. SL7 3DR. 0494 445854 (works) or 0865 890517 (outside office hours).



Aerosport



Tel. 0845 - 24010
(Home)
(Workshop)

CARLTON MINIOTT
THIRSK
North Yorkshire YO7 4NA

(G. KEMP)

C of A's AND REPAIRS TO ALL TYPES OF GLIDER, ESPECIALLY WOOD AND METAL
COMPONENTS MANUFACTURED VISITORS ALWAYS WELCOME

THE SCOTTISH AIRWAYS ISSUE

TOM ZEALLEY, BGA chairman, tells of the threat to wave soaring at Portmoak and Aboyne and gives the current state of play

The progressive reduction in free airspace over Britain is a problem that has been with us almost continuously over the last 30 years or so. It is a war of attrition with the Air Traffic Control authorities, where we have lost many battles and even those we have not lost we have never totally won. Although reference is frequently made to the needs of safety, airspace restrictions are often associated with administrative convenience and arrangements to save commercial airlines money — at our expense.

The Scottish airways issue has its origins in the mid-1970s when GAPAN (Guild of Airline Pilots and Navigators) claimed that the growth of air traffic (mainly air taxis) north of Edinburgh warranted the creation of an airway to Aberdeen and beyond. Bill Scull (a member of GAPAN and BGA director of operations) monitored the appropriate meetings on behalf of the BGA and indeed has kept his eye closely on unfolding events ever since. In 1980 pressure developed from CAA/NATS (National Air Traffic Services) to withdraw the authority for gliders to cross airways in VMC and this was discussed in BGA/NATS' meetings. While some accommodation at lower levels looked possible and might meet cross-country thermal soaring needs, the higher levels involved with wave soaring represented a more difficult problem.

Pressed for BGA involvement

In November 1980 Bill Scull and Mike Emmett (chairman of the BGA Airspace Committee) attended meetings with Scottish Gliding Union and Deeside GC members to review the airways proposals being worked on within NATS. I wrote to the newly-appointed director of control (airspace policy), Air Commodore Brian Huxley, at the end of December 1980 and pressed for the BGA to be involved from the early stages of airspace planning in Scotland, rather than having to wait while behind-the-news discussions were carried out between NATS and MoD and then be presented with an agreed plan which we would have the greatest difficulty to alter. This did not happen. Although Bill Scull kept in informal contact with NATS throughout 1981 and the first half of 1982 the BGA position was not taken into serious and positive consideration until September 1982.

The BGA view is that if a Scottish airway can indeed be justified (which we still question) then it should run to the east of Portmoak. This would involve it passing over RAF Leuchars or closely to the west of it. Bill Scull, David Walker, SGU Airspace Committee member, and Bill Walker, MP for Perth, visited Leuchars in August 1982 and it was quite apparent that MoD were vehemently against an airway anywhere near Leuchars. In all subsequent discussions it has been apparent that this MoD view cannot be challenged by NATS despite the fact that other interests, beside gliding, would prefer an easterly routing.

Negative in all respects

As it began to look as though NATS were going to present the autumn meeting of NATMAC (National Air Traffic Management Advisory Committee) with a finalised plan for a Scottish airway, we pressed for an earlier meeting between NATS and the BGA to review the position. This was on August 19, 1982, and was totally negative in all respects. Every suggestion to alleviate the impact of the proposed airway on wave soaring at Portmoak was turned down and Air Commodore Huxley declared his intention to introduce the airway from the beginning of 1983 "regardless". We pressed for a deferment of the new airway and requested a working group to study the question in greater depth.

Deferment was refused but a working group was set up and this met three times at the end of September and the beginning of October. It was attended by representatives of the planning and operational sides of NATS, the airline operators, the pilots (BALPA) and the MoD. The BGA was represented by myself, Bill Scull, Mike Emmett and David Walker. The meetings were long and there was in-depth consideration of a wide range of possibilities with a very positive attitude from most people present. Unfortunately as indicated earlier the MoD resisted the preferred easterly routing on broad generalised grounds — including the needs of the University Air Squadron at Leuchars!

The meeting therefore concentrated on moving the airway as far as possible from overhead Portmoak towards the west. The final position reached involved airway/TMA some six miles to the west of Portmoak and two miles east of Aboyne. VMC flying in the TMAs would be permitted as well as the traditional VMC crossing of airways. We received a very firm assurance from Air Commodore Huxley that these exemptions would be maintained into the foreseeable future.

There was a most gratifying response throughout the gliding movement to our request for appeals to be made to MPs and others in high places about this Scottish airways problem. We have also enjoyed the energetic support of Bill Walker, who is now the official parliamentary spokesman for gliding. There is no question in my mind but that this was instrumental in ensuring the alleviation of the worst threats to wave soaring at Portmoak and Aboyne which NATS had been planning. Both gliding airfields will remain comfortably within the FIR and there are valuable exemptions with respect to flying in the nearby TMAs and airways.

Priority to commercial operators

We remain concerned about the procedures adopted by NATS in airspace matters. Until a major fuss is created, little serious and positive consideration seems to be given by NATS to the airspace needs of gliding. There is a widespread presumption that the growth of airways is inexorable and inevitable and that it is perfectly reasonable to progressively confiscate free airspace for the virtually exclusive use of commercial operators.

While military airspace policy is frequently in line with that of the BGA in resisting the creation of new controlled airspace, there are cases (as in the current Scottish issue) where their needs conflict with ours and it would then appear that they assume "the divine right of kings" in order to get their way — even overriding NATS. Apart from this Scottish issue we have had earlier examples of arbitrary or unreasonable MoD behaviour at Kemble and Brize Norton.

Years ago there was a court of appeal in the shape of a regular meeting (PAC-FAG — Standing Joint Committee on Private and Club Flying and Gliding) with the Ministers of Aviation where we could air our grievances. This disap-

Continued on p279

FLYING THE PEGASUS

A test flight of Centrair's new glider by DAVE WATT

The development of the Pegasus has clearly resulted from the experience gained by Centrair in building the ASW-20. The basic similarities include the rigging arrangements, the connections to the tailplane, aileron and airbrake, the double mainpins, hinging canopy and the fuselage.

The result is a comfortable, roomy cockpit with all the controls coming easily to hand (except the trimmer). The panel hinges up with the canopy making getting in and out easier, both in an emergency or otherwise. The shape of the panel has produced a slight improvement in the TP visibility, *ie* forwards and downwards. Rigging presents no problems, unless remembering to connect *all* the controls is a problem.

Good conditions

Something of an equinoctial gale was blowing as I strapped in at Booker's 17 launch point. The soaring conditions however were good with clear streets as far as the eye could see and a base of 3500ft.

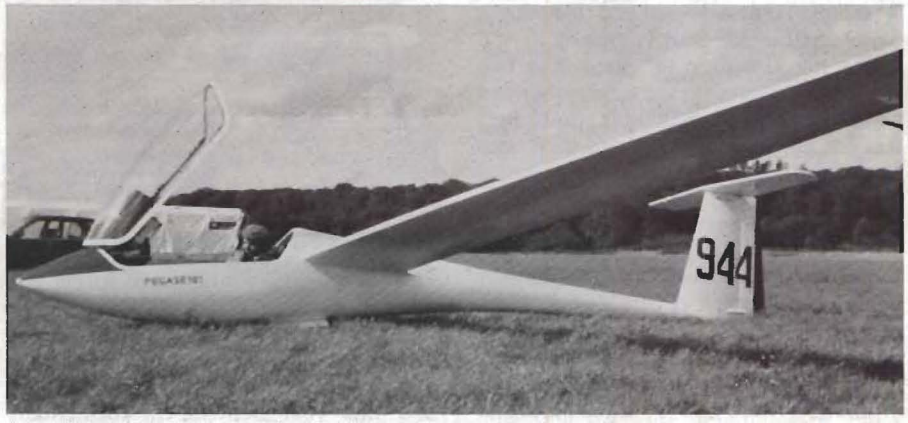
Take-off was normal although the glider didn't hop off the ground quite as quickly as I expected. However once airborne the feel was that of a light and bouncy glider. The position of the tug on tow was just above the coaming. Whilst on tow I tried the ailerons and found them powerful enough so that I was easily able to roll the glider 45° each side without getting out of position.

Once off-tow the undercarriage retracted without effort or struggle (towing hook in wheel well) and I meandered down a street towards Henley-on-Thames to do some soaring. A few thermals later and the initial impression of lightness was well reinforced. It was clear that the Pegasus is a real climber — the circling speed was just that little bit lower than I expected and the powerful ailerons made recentring effortless. I was also pleased to note a more nose down attitude whilst circling than the new unflapped generation seem to have.

The Pegasus has the characteristic flexible wing of the ASW-20 and the result is a comfortable ride, especially in turbulence, plus increased lateral stability — so much so, I was able to let go of the controls whilst circling and watch the glider climb 200ft before having to make a correction. Annoyingly the trimmer, which was slightly awkward to get at behind the undercarriage lever, kept jumping out of its gated position whenever the stick was moved firmly forwards or backwards. This, however, would be easy to modify.

Stalling produced no surprises — usual gentle buffet just before the stall and gentle mushing with the stick on the back stop. There was also the usual tendency for the wing to drop if the stick was held back.

Incipient spins — again quite normal although I think most owners would fly closer to the aft limit than I was on that day, which would give more marked spinning tendencies. However recovery was normal, any movement forward of the stick stopping the entry to the spin immediately.



Dave photographed in Pegasus after his flights.

Full spins (more than one turn) produced some rather violent pitching manoeuvres — one turn with the nose up, one with the nose down etc, but again recovery was normal.

Aerobatics now permitted

I didn't do any aerobatics in spite of the fact that the glider cried out for them, because at the time of the flight they were not allowed. This restriction apparently a bit of French red-tape and nothing to do with the structure, is now lifted and the glider is cleared for the standard manoeuvres.

I do not believe that it is possible to come to any conclusions about a glider's straight-line performance without well organised comparison flying over a number of flights and even then the differences are often unclear. All I can say about the Pegasus is that the apparent performance seemed very good, especially at speeds below about 65kt. At higher speeds I suspect the glider would have benefited from having its 270lb ballast tanks at least partially full. Who knows? Only a few years of competition flying will give a meaningful answer. I would say, however, that the Pegasus would seem to have plenty of circling performance to spare for carrying ballast.

The airbrakes (double-paddle, top surface) were more than adequate, though not spectacular, and no retrimming was required. Side-slipping was effective and easily controllable with an absurd angle of side-slip possible if you really tried hard. The circuit and landing proved to be totally straightforward with effective control right up to the point of stopping. In conclusion, I liked the Pegasus. Its obvious similarities in appearance to the ASW-19 do not prevent it from having a very definite character of its own. It gave the impression of being an all-rounder, especially suitable for British weather.

There were one or two annoying points, like the wheelbrake which hardly worked at all (which I didn't mention earlier), but at the risk of sounding old, it is a glider I wish I had had access to when making the transition from struggling round my first cross-countries to flying in the Nationals.

Last but not least although like all modern gliders it costs an arm and a leg, at least if you do own Pegasus your stumps will be that little bit longer?

Finally, my thanks to Steve White, UK agent, for the two very enjoyable flights.

WAVE SITES IN THE UK

Wave has become the glider pilot's compensation for the lack of thermals during the colder months and in this issue we give details of some of the British sites where this phenomenon is most likely to be found.

Cairngorm Gliding Club, Feshiebridge

This is a small club on the western side of the Cairngorms with a 3000ft long grass strip which runs roughly NNW-SSE. It is notoriously difficult to find so the following details are vital — turn off the A9 at Kincraig, between Kingussie and Aviemore, drive past Loch Insh to the B970 and turn left for Feshiebridge. After crossing the bridge, turn right towards Lagganlia and Achlean and the site is almost half a mile past Lagganlia.

The hill alongside the strip is in two stages. The nearest to the field is rounded and rises to 1200ft making it almost perfect for hill soaring. The land then rises further forming a bowl and peaking at about 2800ft and from here it is possible to hill soar the length of the Feshie valley and wait at 3-3500ft for the wave.

The best wave months are September and October but it occurs during many other months. As oxygen is a recent innovation in the club gliders they haven't recorded any really high climbs although there have been two to 20 000ft.

The club Bocian and T-21 may be hired at 5p/min — at present they haven't a single-seater. Visitors are more than welcome to use the site and a winch launch is £1, temporary membership £3/day, £10/week or there is a full membership of £15 for those from other BGA clubs. If bringing your own tug there is a surcharge of 50p for each landing towards the wear and tear of the strip.

There isn't any accommodation or catering facilities on the field but there is a recommended house nearby for B&B. Caravans and tents are welcome on the site and there is plenty of wood for barbecues.

All inquiries to the secretary, R. Armour, 12 Ben Lui Drive, Paisley, Renfrewshire.

Deeside Gliding Club, Aboyne Airfield

The airfield is 30 miles west of Aberdeen on the south side of the A93. There is a 600m long tarmac E-W runway.

Wave occurs throughout the year — in fact Lemmy Tanner, chairman, claims it is the best wave site in Europe — but is more frequently contacted in spring and autumn. Heights of 15 000 to 20 000ft are common in most months and the biggest climbs to 30 000ft are not limited to any particular time. Last year it was July and this year September. Incidentally there is good thermal flying at Aboyne with summer cloudbases often at 7000ft.



Aerotows to 2000ft are £8 with a reduction by buying a book of ten tickets. There are two tugs and oxygen and workshop facilities available on the site. The club fleet includes a Capstan, K-6E and Sport Vega which are available for hire at £6/hr. Temporary membership is £3 a day or £10 a week, whichever is less.

Visitors are most welcome at any time — the club operates all the year with *ab-initio* courses in the summer. There are very few rules but Lemmy says they like sensible, courteous flying.

There are plenty of hotels and B&B accommodation locally and tents are permitted on the airfield by arrangement, but not caravans, though there are good caravan sites nearby.

The clubhouse is nearing completion and should be ready by 1983 when the club is hosting Competition Enterprise.

Herefordshire Gliding Club, Shobdon Airfield

Shobdon is a large, ex-wartime airfield seven miles west of Leominster on the road to Presteigne. It has a 1000m tarmac runway and a 10km long north facing ridge 700ft above the valley.

Autumn and spring are the best times for wave but it can be good around the New Year. The record wave climb is 22 500ft though there have been many of around 14 000ft.

Launching is by aerotow — £8 to 2000ft — with daily temporary membership at £3. There is also a winter membership for £30. A Blanik and Twin Astir are used for site checks with the local wave pilots giving briefings.

Visitors are welcome on pre-arranged weeks but don't arrive on spec. There are special arrangements for club expeditions.

There is an excellent restaurant on site and a bar but no club bunkhouse. However you may bring tents (60p) and caravans (£1.50 a night) and there are plenty of B&B places and hotels in the area.

Midland Gliding Club, Long Mynd

This is a hill top site 1600ft asl, five miles from Church Stretton, a small town 12 miles south of Shrewsbury.

Wave can occur from any wind direction and the club's correspondent, Malcolm Allan, says "think wave and you could well find it — even on a good thermal day." Wind from the western sector (NNW-SSW) is the most promising for heights and cross-countries and 23 000ft and 20 000ft have been recorded from a NW wind. The best day for years was on April 4, 1980 when most people flying achieved Gold height while those with oxygen climbed to more than 20 000ft. This was a blue day, a NW wind and the wave was contacted from winch launches.

Wave from eastern sector wind directions is exploited by soaring the Mynd primary generated from the ridge. It is also frequently reached from the ridge — on September 12 several pilots contacted from 500ft and soared to 10 000ft; there have been Gold heights in wave with the initial climb being in thermals and often good wave is found without it being marked by the classic lenticulars.

Visitors are very welcome though it is important to book to avoid several large parties arriving on the same day. The club have two K-21s, two K-8s, a K-13 and a K-6CR. The two-seaters are available at weekends for air experience and site



A Blanik over Sutton Bank.

check flights and the single-seaters for suitable qualified pilots and weekdays they are available on the holiday courses.

There is an excellent winch launching system operated by professionals — a 1500ft launch is 3000ft asl at the Mynd —, bungy launching when the westerly winds are above 15kt and occasionally the chance of an aerotow in a Condor.

Day membership is £3 with flying at club rates, currently £2/winch launch, 75p/5min in a club K-21 and 50p/5min in a single-seater.

The club has bunkhouse accommodation for 42, limited tent and caravan facilities and ample B&B places nearby. Professional staff provide a good standard of catering — breakfast, lunch, afternoon tea and an evening meal — with the bar opening in the evenings. B&B at the club is £4 a night, full board £11.50 a day with a five-day holiday course (full board and flying) at £125-£185, depending on the time of year.

For more details contact Tony Spicer (clubhouse manager and course secretary) at the club, tel Linley 058861 206.

Northumbria Gliding Club, Currock Hill

This is a grass strip EW, eight miles WSW of Newcastle-upon-Tyne.

Wave can occur here at any time of the year but from a survey conducted over ten years by John Westwood, periods in February, June and September have come out on top. Best climbs are around 20 000ft but, he said, there would be more of these if more members had oxygen. The most likely conditions for wave are a good SW wind on a stable day.

A 2000ft aerotow is £5, a winch launch £1.20, soaring charges 8p/min, with £1.50 for a day reciprocal membership. The club gliders, two K-7s, an IS-28B, Skylark 2 and a Dart 15, are available.

Visitors are welcome with tents, caravans and gliders. There is a new clubhouse with five rooms and beds for 16, showers and use of the kitchen.

The club flies at the weekends but they do run courses throughout the summer.

Scottish Gliding Union — Portmoak

This is a grass site on the shores of Loch Leven, seven miles from Kinloss.

Spring and autumn are traditionally the time for wave at this site although the locals prefer June and July wave because the cockpit stays warmer and the days are longer. Gold and Diamond heights are too numerous to count but the UK altitude record of 36 000ft (absolute height) was set from Portmoak by David Benton (Nimbus 2) on April 18, 1980. The local very soarable hills allow climbs to start from 600ft.

Wave has been worked in every wind direction from the site but the most useful for Gold and Diamond heights and cross-country flights comes in W and NE winds. It helps to have a nearby anticyclone but the SGU experience is that a 20kt NW or N wind will almost always bring wave.

Although it was 20 years since a Skylark was flown from Portmoak to Ireland in wave, it is only in the last six years there has been an explosion of cross-country flights in wave. The eight Diamond goals flown exclusively in wave must be unique to Portmoak.

Visitors are welcome and temporary membership is £3/day and £17.50/week. It is £2 for a winch launch, £5.50 for a 1000ft aerotow and £7.50 for 2000ft. The club has excellent facilities with professional catering and bookable accommodation at £2 to £3 a night.

South Wales Gliding Club, Usk

The site is two miles north-east of Usk in a flat river valley. It is aligned E-W with the longest run being 950 yards.

While wave is likely during the entire year the field is frequently waterlogged during January, February and early March. There have been a considerable number of good wave flights in excess of 10 000ft with recent climbs to 21 500ft, 17 500ft and 16 000ft. June and July are the least promising months. A northerly wind opens up the Brecon Beacons, 3000ft asl.

The club has two K-13s, a K-8 and a Pirat which may be hired at 11p/min. Aerotows are £6 to 1500ft and £7.25 to 2000ft — £1.40 for each additional 500ft — with winch launches at £1.25. There is a £3 day membership for visitors from other BGA clubs.

Visitors are welcome and while there is sparse accommodation at the club, there are some good reasonably priced inns nearby. Catering facilities are on a minor scale and you should be prepared to look after yourself. Tents and caravans may be brought by arrangement.

Ulster Gliding Club, Bellarena, Co Derry

The grass field site is EW and immediately beneath Binevenagh's face on the east side of Loch Foyle between Londonderry and Coleraine.

Described by Bill Scull, BGA director of operations, on an early visit as potentially one of the finest sites in the British Isles, it is rapidly gaining recognition as a prime wave venue. Open at Easter 1978, the site's altitude record currently stands at 19 600ft but there have been numerous climbs broken off in strong wave at lower altitudes through lack of oxygen.

Bellarena is surrounded by wave generators which create the condition in winds over 330° of the compass. Only due northerlies are no-hopers. The looming 1260ft Binevenagh cliff, less than a mile from the site, can create primary wave in NE and E winds and the long, curving, Sperrins range ten miles upwind does the same in SE and S blows. When the winds are off the Atlantic from SSW to NNW they spill over the mountains of either Mayo or neighbouring Donegal. As an Atlantic coastal site, Bellarena is breezy and excellent wave soaring can be encountered at any time of the year, with the equinoctial months particularly good.

The club have a Twin Astir, Capstan, Skylark 3F and Skylark 2B plus a Citabria tug and Jaguar-powered winch with auto-towing off nearby Benone strand as a fall-back. Visiting membership is £1/day or £5/week, an aerotow, if paid for on the day, is £6 with a discount on pre-paid tickets. Winch launches are £2.25 and club glider time is 10p/min from take-off but free after three hours.

There is free camping on the field and caravans can be rented locally. There is piped water and flush sanitation while a non-residential clubhouse will be ready next spring. The site is well served by local hotels, guesthouses and B&B at farmhouses and the Belfast-Derry train stops 250 yards from the airfield gate.

Yorkshire Gliding Club, Sutton Bank

This is a hill top site 900ft asl at the southern tip of the Hambleton Hills in the North Yorkshire Moors National

Continued on p279

PRACTICAL WAVE SOARING

Having chosen your site, PHIL KING gives advice on the flying

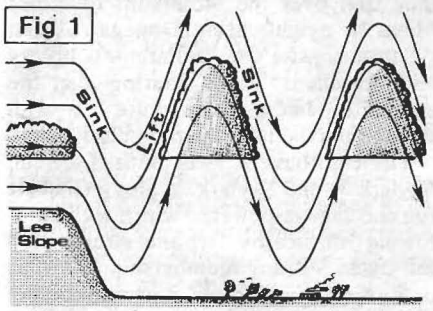
On a good wave day in Britain there will be a few experts soaring above 10 000ft while the majority of us are either unaware of the wave or unable to use it successfully. One reason is that there is very little in the text books about wave soaring and hardly any instruction given on the subject. This article is a practical guide to finding and using wave.

What is wave?

A simple way to visualise wave is to liken the wind blowing across the land to water, flowing over the rocky bed of a stream. A big rock will cause a series of ripples downstream of it. The ripples will tend to stay in much the same place, but the water flows away downstream.

When the wind blows down a steep slope it also causes a series of ripples downwind. These ripples are called "standing waves" because they stand still over the ground and do not go with the wind. They should not be confused with the waves on the sea which do travel downwind. They are also called "lee waves" because they form in the lee of (*ie* downwind of) hills as opposed to hill lift which forms on the windward side of a hill, (see Fig 1).

Fig 1



Wave can extend many miles downwind of the hill that caused it and occasionally occurs over East Anglia. Normally it will be strongest near the hill that caused it. It can give rates of climb over 10kt and reach above 30 000ft. It is not dependent on sunshine and may occur at any time of day and at any time of year.

Like thermals, wave lift can be detected by observing the clouds. When air descends it gets warmer and tends to evaporate any cloud, whereas rising air cools and tends to form cloud. As the air flowing through a wave system alternately rises and descends it gets more and less cloudy. If the air is very damp, it will form an unbroken cloud sheet, but if it is not quite so damp, each wave trough will form a gap in the cloud which remains stationary and marks the wave.

The upwind edge of the gap will be where the air is sinking and the downwind edge will be where the air is rising. If the air is drier, then there may be no cloud at all, or perhaps the crests of the biggest waves will be marked with a small lens shaped cap of cloud called a "lenticular." The lenticular cloud is quite distinctive and a certain indication of wave. However, its presence does not necessarily mean that the wave lift is strong, it may just indicate that the air is very damp at that level. Conversely strong wave lift may often be found without any lenticular clouds.

Weather Conditions

There are established methods for forecasting lee wave conditions, so local Met offices can advise you on the likely strength and height of wave. You may need to warn the forecaster the day before you need the forecast so that he can make time to prepare it. Any forecast of strength will be the rate of climb of the air mass and you should therefore subtract the sink rate of the glider (at least 100ft/min) from the forecast value to obtain the expected rate of climb of the glider. Note that 100ft/min is approximately equal to 1kt.

Occasionally the BBC forecast will mention "sunny periods to the east of high ground" or some such phrase. This is often an indication that they expect good wave conditions in the stated area — the sunny periods are caused by the wave "gaps."

Do not treat any forecast (good or bad) as authoritative — I have climbed (very slowly) to over 20 000ft on a day when the forecaster thought there would be no wave! There are some factors just as important as the wave strength and height — the wave must be reasonably constant or it will be impossible to stay in the lift and the clouds must not be too thick or too low. Preferably it should not be raining!

The most obvious requirement for wave is a strong wind in the medium levels. The wind strength on the ground can be as little as 5kt, but good wave is unusual unless the 2000ft wind is at least 20kt. The winds at higher levels should preferably be in the same direction as the 2000ft wind and at least 20kt.

In addition to the wind, it is necessary for the airstream to have a stable layer or inversion. If convective showers develop, then the air is probably too unstable to form usable wave. Fig 2 shows the areas on a typical frontal system where usable wave is likely:

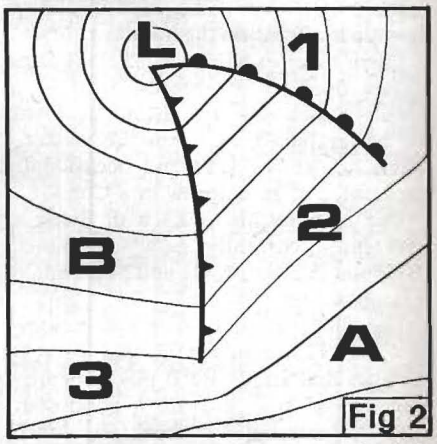


Fig 2

1 — depicts an area where a warm front is approaching. This is likely to give some wave for a short period, but lowering cloud may make it difficult to use.

2 — depicts the area where the warm front has passed by and the cloud has cleared sufficiently to make the wave usable.

3 — depicts a ridge building after a cold front has passed. This should give good wave and thermals. When wave and thermals co-exist, the wave will enhance some of the thermals and depress others. Nonetheless, good streets may form up and down wind whilst the wave reigns supreme above.

On the other hand wave is unlikely at:

A — where the wind is too light to give usable wave. However, if the wind were a little stronger, the conditions would be ideal.

B — where there are showers and the atmosphere is too unstable.

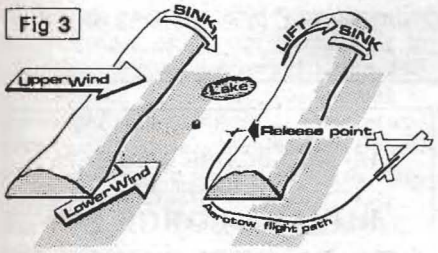
The Launch

Before you take-off, make sure you've got all you need. The weather at great height may be quite different from ground level. For example it will be much colder so you will need hat, scarf, gloves, long pants and furry boots. Above a cloud sheet it is intensely bright so you will need dark glasses. Intense cold reduces the bladder capacity drastically, so take precautions.

If you are new to wave flying it is well worthwhile having a flight with a local pundit either in a two-seater or close pair flying with radio contact. Whilst it is quite possible to learn wave flying the hard way, you can save time and frustration by getting the right instruction.

In any case ask the experts where the wave is likely to be. The most reliable method of finding the wave lift is to take an aerotow and instruct the tug pilot to tow you into the wave. But make sure that the tug pilot is fully briefed. In particular he should be aware how far from the airfield you are prepared to be taken. The first part of the tow is likely to be extremely rough, so stow all the loose articles well and tighten your straps. Have a check flight in a two-seater if you are inexperienced at aerotowing.

If the wave is some way from the airfield or directly upwind it is often more economical if the tow is conducted at greater speed than usual (*eg* 80kt). The climb rate will be less, but the wave will be reached sooner and then the climb rate will improve. Observe the rate of climb on the way as it will give some indication of where to look for wave after release.



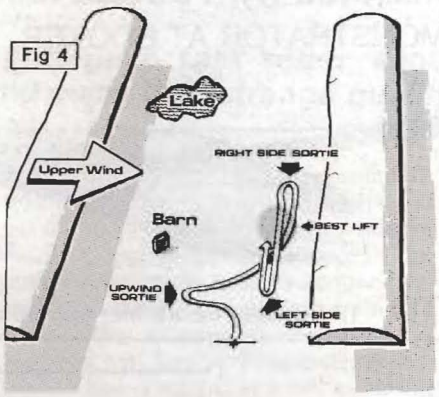
Stay on tow until
— you are above cloudbase (if any), and
— the rate of climb increases to 3kts above normal for the tug, and
— the air gets very smooth.

Release and turn into wind

Centring

The shape and size of the area of lift will depend on the ground features that have formed it. It will often form a long narrow band **parallel to the hill that caused it.** This band will not necessarily be at right angles to the wind direction. Hills are irregular and there will generally be a small area giving the best lift, which will often be indicated by the widest part of the cloud gap. Your objective should be to find the best lift and stay in it.

Immediately after release, observe your position over the ground and check that you are not drifting left or right. Orientate yourself carefully with the compass, obvious features on the ground, the sun and the cloud scape. Make a note of the compass heading. If you are moving backwards then increase your speed immediately until you are making a little progress upwind. If you are moving forwards much, then slow down to the speed for minimum sink. (If you've got flaps put them down to your thermalling setting.)



Having established the best speed to fly, the wind direction and where you are, the next job is to "centre" on the lift. Using your current position as a base, make a sortie upwind first. Note whether the lift increases or decreases. If it increases, keep going upwind. If or when it decreases, let yourself drift back **slightly** whilst making a sortie to left or right. Again note whether the lift increases or decreases. If or when it decreases, turn and make a sortie in the other direction. On each sortie keep note of your position over the ground. If you lose the lift entirely, return to where you last found good lift. If you lose your bearings or get enveloped in cloud, head upwind at increased speed using the compass heading you noted previously. The most common mistake in wave soaring is to drift downwind out of the lift. Therefore I do not recommend making a specific downwind sortie while centring. Instead, let yourself drift downwind slightly by flying crosswind.

Having found the best lift, the technique depends on the wind strength. In very strong winds, adjust the glider's speed to exactly match the wind speed and hover in one spot. In winds less than the stalling speed of the glider, it is necessary to make "S" turns into wind. If the band of lift is quite long then you can make beats along it as if hill soaring. In light winds it is best to circle in the lift but straighten up into wind on each circle. In any case try to fly accurately with small gentle control movements. As with thermalling, centring is much easier in the company of another glider with an experienced pilot in it to find the best lift for you!

The Dangers

Most of the summer we fly in light winds and consider 20kt to be exceptional. Wave flying often takes place at heights where the true wind speed may be 50kt. If the glider flies downwind at 50kt, it has a ground speed of 100kt and will cover nearly two miles a minute. At this rate it is only too easy to drift into cloud and/or get thoroughly lost. So remember where the wind is coming from and adjust your speed and heading to take account of it all the time.

When there are small gaps in a continuous cloud sheet they may close completely and suddenly leaving no view of the ground. This is not immediately dangerous, but makes descent hazardous, so it is best to descend through the last gap *before* it closes. Failing this, descend through the place where the last gap was seen — the cloud will be thinnest there. Using full brake and Max rough airspeed, most gliders can descend at 5000ft/min, so it is normally possible to get through the gap before it closes.

The old saying "What goes up must come down" is true of wave and of gliders. Once lost in wave, it is easy to stumble upon strong sink (*ie* over 10kt). To be lost, in cloud, in a hilly area and in strong sink is a nightmare you are only likely to endure once. The quickest way out may be to turn downwind until the sink decreases, and then turn into wind to reduce the groundspeed.

Near the ground there will be a strong wind gradient and a lot of turbulence. Landing on an airfield may take a lot of skill. Field landings are best avoided.

In the evening it remains light above 7/8 cloud whilst on the ground it is almost dark. A tired cold pilot low on oxygen climbing to Diamond height at 1kt may be tempted to leave his descent until too late. If he does he will have difficulty finding the airfield and even more difficulty choosing a suitable emergency field. If you find yourself in this situation do remember to take your dark glasses off!

The Rewards

A pilot climbing in wave sees it more clearly as each minute passes. Perhaps the man-in-the-street's image of soaring is most nearly attained on a wave flight because the air is so smooth that the glider requires only an occasional nudge on the controls to keep the audio singing in the background whilst the pilot admires the view or clicks away with his camera until the film runs out.

But the ambitious pilot may forego some sight-seeing to concentrate on getting that last few hundred feet to complete his badge. Whatever the objective, a good wave flight is one to remember.

For further reading I particularly recommend an article in two parts by Jack Harrison published in S&G in February (p2) and April (92), 1971.

The CENTRAIR 101 "PEGASUS"

TOP PERFORMANCE WITH DOCILE HANDLING

DEMONSTRATOR AT BOOKER



Have you checked our prices recently?
Now only approx £8000
ex works, France

Also definitely still available the
ASW20F, ASW20FL and ASW20FP.

For further details contact sole UK Agents

NINE FOUR AVIATION LTD 13 Rookery Court, Marlow, Bucks Tel: 06284 4035 or 02406 2491

This Publication is available in Microform.



University Microfilms International

Please send additional information
for _____ (name of publication)
Name_____
Institution_____
Street_____
City_____
State_____ Zip_____

300 North Zeeb Road
Dept. P.R.
Ann Arbor, Mi. 48106

Lomond Country Inn

KINNESWOOD

1 Mile from Scottish Gliding Union, Portmoak

Recently built bedrooms, complete with shower, toilet, TV, radio, etc. at very reasonable prices and a first-class a la carte menu available every evening. Last orders 9.30 pm.

Telephone: SCOTLANDWELL (059 284) 253 or 317

HUNTLY ARMS HOTEL



ABOYNE

Aberdeenshire
Scotland

Special rates for gliding individuals or groups from £7 per person per night.

Special family rates.

For further details contact Rosie on 0339 2101

Situated in the heart of Royal Deeside amidst unrivalled beauty

International Restaurant Specialising in "Taste of Scotland Food"

JOHN AND ELAINE welcome you to the 16th Century

ROYAL GEORGE INN

Lyonshall, Herefordshire
Tel: Lyonshall 210

Your Wave Site Pub
(5½ miles from Shobdon)

Real Ales, home cooked food, comfortable accommodation. Free caravan and trailer parking to BGA members.

Proprietor a member of the Herefordshire Gliding Club

hoffmann

TWO SEAT GRP MOTOR GLIDER
DOCILE HANDLING
AVAILABLE IN UK
FOLDING WINGS
EXCELLENT PERFORMANCE
THREE POSITION PROPELLER

H36 DIMONA



Contact **Syd Davies, 48 Crosslands Avenue, Southall** **Tel 01-574-1603**

ENTERPRISE — Reaffirmation of a Faith

JOHN FIELDEN, Competition Enterprise task setter, explains how this very unique contest aims to beat, exploit and enjoy the "strange quality of each day's weather".

A decade ago, Philip Wills, who had fallen in love with North Hill, first suggested the concept of a competition against our greatest adversary — the British Weather. His enthusiasm, ebullient and infectious as ever, has sustained me, and a great number of the faithful, for these ten years.

It falls to me to try humbly to reiterate the philosophy which he expanded then, particularly to those of you who were not fortunate enough (or old enough!) to hear it from Philip himself in his own inimitable style.

Ridiculous record attempts

The history of gliding started with everyone trying to beat records for duration culminating in ridiculous attempts resembling pole squatting. Next came distance records, in Britain culminating in near coast to coast downwind dashes, followed by height records, culminating in brave, perhaps foolhardy, climbs in cunims and disconcerting false claims. Interspersed were various speed records, starting with frantic downwind dashes, and then, with tighter and tighter rules, over closed circuit courses. At grass roots this history is reflected in the glider pilot's licence — the Silver C, five hours, 50km downwind and 1000m height gain.

Competition flying, however, has usually taken the latest record aspiration and attempted to make the competition as fair as possible in the particular fashionable activity. Today, the rules virtually exclude anything except closed circuit races with, to my mind, rash fixed time starts.

Amongst the 10 500 or so glider pilots there can be little more than a hundred who are capable of closed circuit racing, and that on a very few handful of days in each year. Yet every day when two or three are gathered together in gliders, a competition between them is implicit, though often unspoken. On a poor soaring day, seemingly more common these days, who made thirty minutes out of a winch launch? On a better day, clubhouse conversation goes, "I made 3200ft." "Oh, but I made 3500", etc. On each occasion the glider pilots are pitting themselves primarily against the weather, only secondarily against each other.

In most competitions the overwhelming majority of entrants use the competition atmosphere to sharpen themselves to get the best out of each day, whatever the weather, and judge the success of the competition largely by the amount of flying they manage to extract from the week. The scoring, so important at National and International level, is secondary and is related to small groups in each area of the scoreboard.

Philip Wills lived through the days when weather forecasting was even less precise than today, and competition tasks were far more open, with much more of the decision making left to pilots, with the ultimate freedom in "free distance".

The excitement in setting off for a dirty downwind dash to an unknown, indeed unknowable, destination has to be experienced — when should I start, will I be able to stay up in those first few crucial climbs, which so often set the standard for the rest of the day?

Somehow, the sense of the unknown, the excitement of those pioneering days should be available to today's pilots; every flight should have something new for pilots to decide, since every day has its own flavour, its own strangeness for us to explore and feel.

At least one new task

It is this new, strange quality of each day's weather which Enterprise sets out to exploit and enjoy. We do not constrict the tasks by any consideration other than extraction of every last drop of excitement from the flying which is available on that day, and because each day is so different, every year has produced at least one completely new task, most of them just as winnable in a Gull as in a Nimbus.

As an example, this year produced the "Slow Bicycle Race", North Hill to Lasham (160km) when there was a fairly strong downwind component — 20-25km — with much worse weather at Lasham than North Hill and the whole weather pattern deteriorating continuously. A local closed circuit task would have been possible, though a fixed time start would have limited this to only the high performance gliders. The winner would have flown for about 90 minutes, and anyone flying more than about 2½hrs would have failed to complete.

In the event, 28 gliders of all sorts produced 91hrs of flying and 2750km of cross-country flying. The pilots spent much of their time deciding how best to exploit the day, and were back home by 8.00pm, having spent the day enjoying their favourite pastime. The scoring was, of course, arbitrary and probably a little unfair, but was based on distance flown *plus* time taken, *ie,* take as long as you can in the prevailing weather.

This is a new and exciting task for weather conditions which are fairly common really testing the pilot's skill and judgment without necessarily making for inordinately long retrieves or a high proportion of field landings. This would be a useful addition at least to the club ladder scheme, encouraging maximum utilisation of available soaring days to ordinary club pilots.

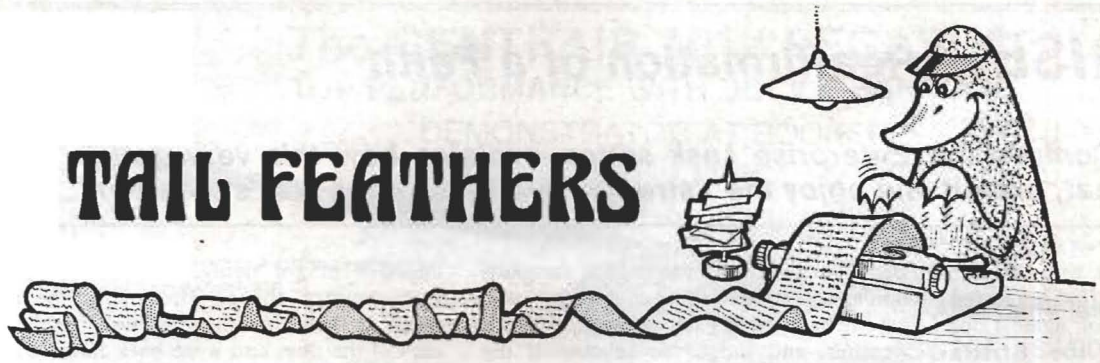
Few field landings

Nineteen seventy-seven produced the "Curate's Egg" task for a day which is "good in parts". A series of TPs 20-40km from the site, in a rough circle around the site, so that 3000 to 5000ft will ensure a return to the site. It resembles cat's cradle, but the task is terminated only by a field landing or resigning. A return to the field and relight continues the flight and score. On two occasions this has produced 400km + (with one or two relights) on a day when a normal task would have been either grossly unfair or extremely restricted. It is also enormous fun for the hard-working organisers on the site, and for the crews. Radio discipline is, of course, essential. Very few field landings ensue and even the tail-enders manage very respectable flights.

These examples reflect the philosophy of trying to beat the weather, and our pilots always enjoy a new challenge — as witness the annual return of the faithful, and the fact that Enterprise has always been fully booked.

Next year sees us at Aboyne, when the new surroundings, I have no doubt, will produce some new ideas about how to extract the last drop of fun from the best, or worst, that Scotland can send us. We look forward to seeing some new faces, particularly from the northern three quarters of the British Isles, this being the first time we have explored more than 52°N.

TAIL FEATHERS



by PLATYPUS

WATCH THE BIRDIE!

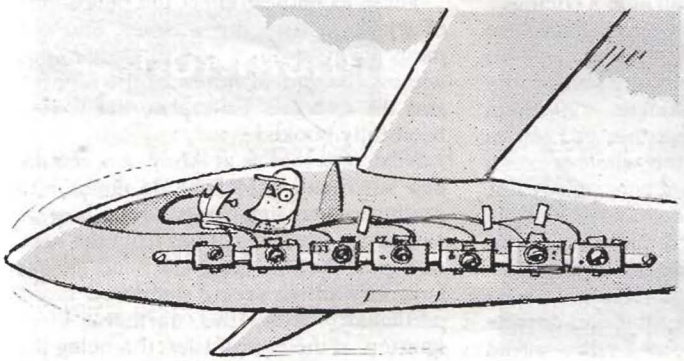
I was subject to an intolerable slur a few weeks ago — the officials at a Regional Comp said that one of my turning point pictures was not quite According to Hoyle and docked me 40 points. In fact two of my photos had been thrown out but mercifully my standby camera produced an acceptable view of one TP. Moral: always carry two cameras, especially as cheap cameras can jam, or, as happened to me a while back, the film can go merrily spooling through the gate without winding the shutter.



Two of my photos had been thrown out.

But those lost 40 points on the first day drove me potty throughout the rest of the Comp, and in the next nine days more time was spent attempting to prove with the aid of programmable scientific calculators and the laws of optics, perspective and solid trigonometry that I must have rounded the TP properly than I spent in the air. The hard-faced officials were unimpressed by my crushing argument that on the evidence of my photos I could only have failed to pass through the proper sector had I done a 25*g* turn and blacked out. Perhaps one of them had flown with me in the two-seater at some time and thought it was entirely feasible.

However, like people who moan pitifully about being had up for speeding after a life of undetected crime, I have probably been getting away with sloppy TP photos for years until I met a stern guardian of the Law. Whom incidentally, I could not deride as a petty minded bureaucrat, since he is National Champion and knew whereof he spake. Socks were duly pulled up; maps were studied carefully *before* the race, TP sectors marked and likely landmarks that should be photographed at the same time as the TP itself were ringed in bright colours. More important, I stopped spraying the TP and surrounding counties indiscriminately with film like a busload of tourists at the Palace, but resolved to take just one steady photo with each camera, having noted from earlier films exactly where the wingtip appears in the frame. One of the easiest blunders to make by the way is, when having drifted off course for all sorts of reasons you approach the TP maybe 30° or 45° off track and so start taking pictures much too early or too late.

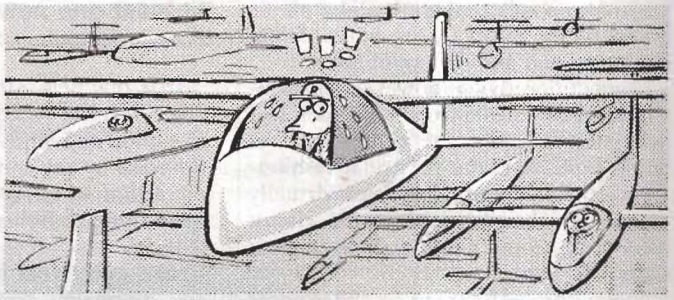


One steady photo with each camera.

At the end of that week the laws of Newtonian space — and BGA rule book — had defeated me and since the next contestant was easily 200 points ahead I gave up. Lesson learned, all the same.

For those of you who are getting bored with competitions

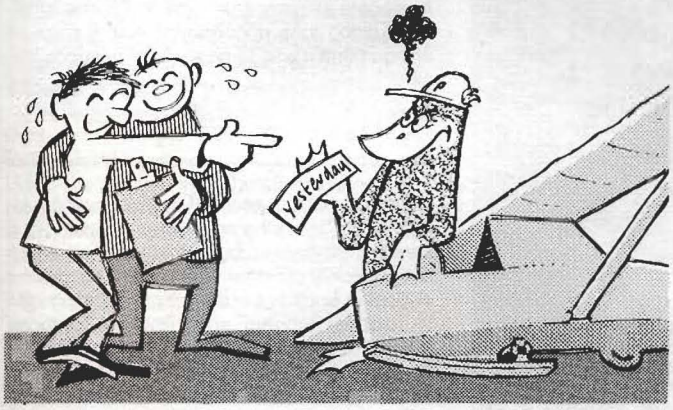
Handicapped starts are common in yacht racing, cycling and in the King's Cup air race, but not in gliding, where most of the excitement of seeing who's winning is lost in a welter of tedious calculations around the scoreboard. Here's a proposal which like all my other ideas will probably go down with smoke streaming from both engines. At a Regionals on a day of fairly predictable soaring weather (hah!) a race could be designed so that all gliders theoretically finish at the same time. All right, so in theory the finishing line observers all go bananas (not to mention the pilots) and the site fills up dangerously fast with gliders: in practice I doubt if you'd get much more congestion than you get in a normal Comp on a good racing day. But the point is simple: first back is the winner, second is second and so on. Amazing! One might dispense with timing altogether (sighs of relief from the start/finish line observers) and just use a Wallington place scoring system.



Finish at the same time.

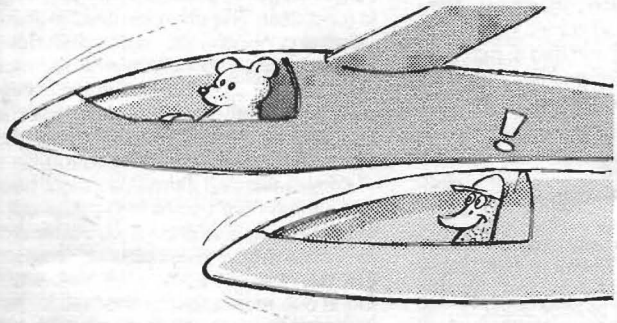
First you make a stab at calculating the thermal strengths and

wind strengths for the day. (Getting this wrong makes the Met man and task setter even more popular than they are already, but never mind.) From this and the standard handicap tables — and a friendly computer — you calculate how fast the circuit should be completed by each glider. A doddle for an Apple and dandy on a Tandy, but not suited for the neurones and synapses in the task setter's skull at 7am.



Lowest performance gliders are capable of starting.

When the task setter decides the lowest performance gliders are capable of starting — maybe he should be forced to snift in one — a radio message and/or a ground marker announces that the first category of gliders can cross the line after, say 12 noon. All other pilots automatically know from their briefing notes that they can start after 1210, 1217 etc, etc. *It is not necessary to time pilots across the line.* However, it is necessary to ensure that a pilot is observed *behind* the line after his permitted start time. He might just be circling, but so long as it is past 1218 and he is behind the line he can be crossed off the list and forgotten until he finishes. I am grateful to the highly intelligent Peter Stafford-Allen for this point. (But why on earth does he wear that Henry-Fonda-Grapes-of-Wrath-Oakie bib and brace? All he needs is a piece of straw — no wonder he loves stubble thermals, he's looking for something to chew.) But I digress. *Retournons a nos moutons.* The reason I suggest a Regional rather than a National contest is that handicapping does not apply in Nationals. In an unhandicapped race this idea would be a pure yacht race start which could be altogether too exciting. I'm too chicken to play chicken. I don't think it would be a good idea to have more than ten gliders eligible to cross at the same time.

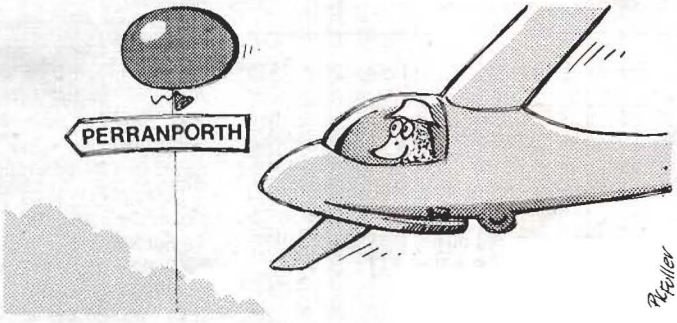


The Goldilocks Cup.

Taking this idea even further one could, with the aid of those awfully clever silicon chips, devise a handicapped task in which the fast gliders did a big task, the slow ones a smaller task (and the middling gliders had a task which was *just* right; we could call it the Goldilocks Cup) so that everyone had an equal chance of finishing but full use was made of the soaring day. Rhönbuzzard and Nimbus battling towards the finish — the Hare and the Platypus! (Don't you mean tortoise? ED.) If you've seen me fly, Platypus is graphic enough. On my Silver C, I did 53 statute miles in 3¾ hours in a 12kt wind, which means a still air speed of 0.5km/h — and cloudbase was 5000ft! Beat that, Competition Enterprise!

A New Cottage Industry

All these references to Microcomputers oblige me to say that we hope in our next issue to have enough space to look at some ZX 81 soaring programmes, including Richard Brisbourne's which is the only "commercial tape" I have ever managed to load first time every time. He did explain to me patiently what he did right that mighty ICL couldn't do, but it all went in through one Input port and out the other. Anyway home-made tapes are like home-made scones, labour-intensive but better. I wonder if he has a half timbered, thatched computer installation in the West Country that pops these things out?



Trip to Perranporth the essence of gliding.

No More Rape Jokes, Please

Oh yes and I've just been sued for rape*. That is not another country joke, I'm afraid, but just another nail in my dwindling enthusiasm for outlandings. Some day — soon I hope — field landings will seem as eccentric and as unnecessary to contest flying as the 500 mile round trip to Perranporth which we used to think was the very *essence* of gliding. Bah! Humbug!

A Scroogy Christmas and a
Cratchity New Year from
Platypus

*Landing in a field of cut rape; that is. I *don't* play football.

1982 STANDARD CLASS NATIONALS
Booker – August 7-15

Report by DILYS YATES

Booker, the base of the big bets and beat ups, where they boast they do it better, were the hosts to the Standard Class Nationals . . . in fact their first Nationals.

Gliding started at Booker in 1959 when it was the home of the communications Squadron of Bomber Command. Roger Neaves, Peter Ross, John Ellis, John Bateson and Ken Wilkinson persuaded the CO to let the then BEA Silver Wing Club glide at the weekends. Apparently it was all a bit of "out of sight, out of mind", and whenever the CO flew his Pembroke in there was to be no sign of any gliding activity but once he'd either driven off or flown away, the gliders could reappear from wherever they'd been hidden.

After the airfield had been taken over by the Wycombe RDC from the MoD, pressure to develop the airfield industrially had to be resisted and power flying and gliding continued. Earlier this year with the proposed sale of the airfield and the amalgamation of Thames Valley GC and Airways GC, Booker GC came into being and Brian Spreckley took over the management. Brian planned the Championship and persuaded three top Nationals pilots to run the event so that he could compete, Denis Campbell as director and Bernard Fitchett and Rocky Stone as tasks setters. With Brian's good solid foundation work and Denis's phlegmatic personality and hard work, they ran the easy going, fast flying competition one would expect from Booker. Tim Newport-Peace was again invaluable on the startline and marshalling.

Startline on airfield

Booker airfield is under the London TMA and normally there is a height restriction of 2500ft QNH; however a special dispensation for a 3500ft QNH ceiling had been arranged for the duration of the Comp. While this eliminated a proper racing start, the airfield being at 500ft, at least it allowed the startline to be on the actual airfield, unlike previous Regionals where the startline was at a bridge over the M40 a couple of miles away.

To avoid the several resets of task experienced at most other competitions, it was decided to tow out each morning, usually at 0930, before a task briefing which would be given as and when the weather allowed a task to be set, with the first launch to be 20min later. It all worked well and certainly only once during the week was a task rebriefing called and this was only to eliminate the final TP.

Saturday, August 7

Met: *A week ridge ahead of an approaching warm front maintained a moist stable northerly airstream over the UK. Weak thermals developed during the afternoon under the mainly unbroken sc sheet.*

Ken Wilkinson, a firm favourite of Booker, opened the competition and recalled the history of Booker airfield. The 110 000 movements alone recorded through the Tower in 1981 (thus power movements from the gliding side are not included) makes Booker one of the busiest airfields in Great Britain and, as the gliding club is the second largest in Great Britain, it is a most unique and successful story that they fly side by side in such good harmony.



Andy, the Champion. Photo: Patrick Hember.

The grid displayed quite a cross-section of Standard Class gliders: nine Cirrus, eight LS-4s, seven Libelles, six ASW-19s, four Astirs, a Vega, ASW-15, DG-100, Carmen and the Pegasus making its competition debut. Another ASW-15 was later to join the red Dart 17R *hors concours.*

Launching was by two 180 Super Cubs, two Robin Regents, two Rallyes, one Lycoming Terrier and a 150 Super Cub. Verdun Luck and his fellow pilots and Pete Marshall (the chief marshall) were justifiably proud of launching the grid, even on the first day, in 25min.

Glynn Bradley was the unluckiest competitor of all — he slipped a disc rigging his Astir on this first morning and had to pull out.

A task was set but the weather remained unsoarable and at 1400 the day was scrubbed.

Day 1, Sunday, August 8

Task: 166km dog leg O/R, Thame airfield, Potton mast, Thame airfield.

Met: *Weak warm front Stornaway to Land's End. At 0600 moving east to reach Booker at 1900. Stable WNW airstream covered the task area. Thermal development was restricted by large amounts of ci ahead of the front but weak thermals were able to develop by 1300hrs.*

The day dawned with the local weather looking fairly lousy. Briefing was at 1030 and only one task was set. The first launch of the competition was at 1312 but a few decided to wait for the better weather.

As the startline opened at 1347 a gaggle of 20 gliders annoyingly positioned themselves right over the startline making the spotting of nine gliders who all tried to start together difficult. However, Tony Watson was the first to cross at 1348 and they had all gone by 1437. As people gingerly flew towards Thame conditions didn't look encouraging and it became obvious that it was to be a day of patience and care.

Obvious there was wave

Cloudbase had accurately been forecast for 3000ft but the wind had been forecast as a steady 15kt from surface to 6000ft; however it was certainly stronger than that on the ground at Booker and, as the tops of the clouds began to become smooth and pilots at Shobdon started calling out heights in excess of 12 000ft, it was obvious it was waving. The wave looked accessible throughout the task area, and while everyone seems to have tried to use it no one succeeded.

The Thame area claimed four pilots. The next sticky area where five more landed was at Leighton Buzzard. Luckily for some an enormous stubble fire appeared and nearly everyone used it at some stage in their flight.

The general working heights appeared to be 1000 to 2400ft but the press-on merchants certainly had a few shocks with rather unnerving low points and with such a strong wind one or two were amazed to get away from 500ft with as good climbs as 3 to 4kt. Leigh Hood wasn't so lucky; he had to join several pilots on the ridge at Dunstable and endure the ignominity of hill soaring beneath the numerous hang gliders. When he made the brave, but costly decision to press on he unfortunately landed. The only mistake he made all week.

At 1500 the first arrived at Potton and then began the long slog back to Thame into a wind estimated by the pilots at their flying heights of at least 25kt. The effort involved to fly into the increasing wind with such powerful wave effects on the thermals proved too much for many and by 1630 19 had landed in this area. Tecwyn Cockett was circling at Potton in ¼kt for nearly an hour when his thermal, perhaps caught up in the wave, jumped to 5kt.

Andy Davis and Steve White got back to a stubble fire near Leighton Buzzard but Steve found nothing else and joined Justin Wills in a field near Bletchley to come equal second for the day with a distance of 113.7km. Andy found one more thermal and flew a few miles further up the road to win the day with 115.8km for 479pts, 5pts/km.

Leading pos:		Km	Pts
1	Davis	115.8	479
2 =	Wills	113.7	469
2 =	White	113.7	469
4	Moulang	108.0	440
5	Rollings	105.5	427
6	Gorringe	100.1	400

Day 2, Monday, August 9

Task: 248km extended triangle, Thame airfield, Erith dam, Duxford, Thame.

Met: *Warm front over S Ireland at 0700 moving east to reach Booker by 1900. Weak ridge was predicted to maintain a fresh day, WNW airstream over the task area. Thickening ci was expected to cut off the moderate thermals entirely by 1600.*

Competitors woke to bright sunshine. Tow out was at 0900 because an early cut off was forecast and briefing at 1015. The first launch was at 1107 and with RTI of only 30min the startline was busy even before its opening time of 1143. Despite Tony Clarke landing back with instrument problems and Warren Kay having to empty his cockpit of mistakenly placed waterballast, everyone had gone, some 81 crossings, 20min later.

The wind was forecast at 10kt at ground level increasing to 20-25kt at 4-6000ft and once again wave could be seen above the clouds. At the beginning the streets were rather crosswind, which became useful on the second leg. But this turned out to be a surprisingly good day with very solid, regular conditions.

No conscious decisions

Justin Wills caught a pack up at the second TP at Erith but two thermals later he was out of sight. Justin was thoroughly enjoying himself and said he didn't have to make any conscious decisions. He turned Duxford and went into the lead.

Brian Spreckley and Andy Davis made up time in this area too and were amongst the first arrivals at Thame at 1500. The Met forecast of thermal activity cut off at 1600 was only too accurate and those who got to Thame before 1510 saved themselves problems.

The first back and the winner of the day was Justin Wills who finished at 1453. Knowing the pack was right on his tail he only called a 30sec warning and the first finisher of the week was home. Andy Davis and Brian Spreckley came racing home 8 and 10min later and all but seven finished.

Stuart North was the unluckiest, he called five minutes and was seen disappearing behind the horizon some couple of miles out. Other non-Bookerites found locating Booker difficult, with each valley looking extremely similar, no large aircraft as at Lasham or Lion as at Dunstable.

The finishing line spectators were fascinated at the new technique some pilots had adopted of pulling their brakes out at the top of the pull-ups. Inquiries later revealed that these pilots were more used to flying 15m flapped machines and automatically reached for the lever on the left at the top of each pull up to lower flaps and received quite a shock when the brakes came out instead. Later in the week one pilot caused endless amusement as he adopted this technique while doing a most entertaining aerobatic display.

Justin Wills' 85.15km/h put him in the overall lead. Brian Spreckley did the second fastest time of 82.39km/h and Andy Davis came third with 82.12km/h.



Andy Davis, LS-4, finishing on Day 2. Photo: Jane Randle.

Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	Wills	85.15	1000	1469	1
2	Spreckley	82.39	948	1299	5
3	Davis	82.12	943	1422	2
4	Hood	81.42	930	1095	14
5	Rollings	80.14	908	1335	3
6	Dixon	79.38	895	1265	6

Day 3, Tuesday, August 10

Task: 326.5km □, Leicester East airfield, Dowdeswell Reservoir, Hungerford.

Met: *The cold front cleared the south coast at 0600. Strong thermals developed in the light stable WNW airstream which covered the task area. Cumulus amounts became small during the afternoon and its base rose to 5000ft.*

There was great excitement in the task setting room as Peter Bayliss, the Met. man, thought everything was right for a 400km — 6/8s turning to 3/8s cu was forecast all working to 6000ft cloudbase with 4-5kt, light ground winds of 8-12kt at 2000ft, *viz* 30km.

The weather at Booker looked absolutely perfect with cloudbase on track rising fast to 5500ft. The startline opened at 1126 and the cat and mouse game of who could start the last kept everyone on their toes.

Andy Davis astounded everyone he overtook with the perfection of his flying. One little Libelle was aghast to discover that Andy had caught up 9min in the first 25km. As Andy approached gaggles thermalling in 3-4kt they were rather surprised when, lower than was considered safe for this time of the day at 1500, he pulled up but pressed on disregarding totally what they had to offer, only to be seen climbing faster (6kt) a few miles down the road track. Needless-to-say he collected quite a following.

Not everyone had a good first leg; Steve White said he only started so late because he just couldn't get enough height to go and several pilots had to take it easy to Thame, where conditions improved and the general average thermal strength became 4-5kt.

From Leicester down to Cheltenham John Williamson had worked his way to the front and thought this was one of the best days of the year and he had flown on most good days. Andy, however, was one of the few who didn't get a decent climb until Stratford on Avon where he went west and flew south along a wave bar and almost straight into the TP. As Andy approached Cheltenham he thought there was sea air coming up the Bristol Channel so he climbed to cloudbase, the only time he did all day because conditions looked so bad. Thermal strengths dropped to 2-3kt and some began to drop their water. Steve White was another who was not having a good second leg and he arrived too late at a couple of stubble fires which his rivals, Chris Rollings and Pete Sheard, managed to use.

Justin Wills shook off his compatriots back at Stratford on Avon and they didn't see him again until they got home to Booker some 15min after he did.

George had the best climb

After Cheltenham there was some dead air but further down track the clouds began again with several reports of good climbs to cloudbase of 5500ft — Ralph Dixon reported 6-8kt and George Metcalfe found the best climb of the day at Swindon of 6-7kt.

With the aid of stubble fires, the first finishers approached Booker, Andy's last climb being in a stubble fire just north of the M4 motorway from which he came straight in to be the first home at 1613, Justin following seven minutes later.

Pete Sheard and Chris Rollings had a private duel going; they had a bet on who would end up in a higher final position — £100 to Chris if he did, £250 to Pete if he did. Like most finishers, they found some superb stubble fires at Hungerford and from their last one 20 miles out they raced home together at 110kt. At this point two enormous ones were lit only five miles from Booker and right on track which totally obliterated the airfield from the finishing pilots. Several pilots appeared from behind the fires with much more height and

speed (and sometimes in the wrong direction) than they needed. It was all very entertaining.

Ken Stewart crossed yesterday's finishing line by mistake and then wandered through the power circuit wondering where he should go (thank God for the good humour and tolerance of the tower chaps). Later he confessed it was a perfect end to a perfectly awful flight.

By 1700 we had 20 finishers and only two outlandings. Martin Clarke landed at Welford airfield and had his films, maps and landing out locators confiscated although he was allowed to keep his barograph. He was given a receipt which said "seized by the USA Air Force on behalf of the USA government". By 1611 all but four had got home.

Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	Davis	89.15	1000	2422	1
2	Wills	84.68	914	2383	2
3	Williamson	81.17	851	1798	12
4	Sheard	81.03	849	2081	5
5	Hood	80.81	845	1940	9
6	Dixon	80.76	844	2109	4

Day 4, Wednesday, August 11

Task: 114.2km, Banbury, Towcester.

Met: *Warm front North Foreland to Anglesea at 0700 cleared the east coast by 1300. A moderate stable SW airstream covered southern England. 6/8 cu sc and mainly weak thermals were forecast under the 4000ft inversion, 3-4kt waves at 3000ft plus were expected to break up the cu and disrupt the thermals. Conditions were far better than expected with good cloud streets and strong thermals.*

Peter Bayliss couldn't believe it was going to be flyable, yet alone soarable and as the task briefing was given it was cold 8/8s cloud, with a howling wind and really miserable, but Rocky Stone was totally convinced it was going to be good and was rather irritated that a grid had not been set up before briefing as usual. The punters put their heads together and good odds were given against flying, Peter Bayliss was given a bottle of wine for successfully gaining his Silver height yesterday, and while he set off to quietly drink it, the grid was set up.

The first launch was at 1345 and the startline opened at 1421. A day started which Peter Bayliss would rather forget. With such a poor forecast several pilots either didn't put any water in or dropped it on the grid or on tow. As launching took place the clouds began to break. Once again the pressure was on to start as soon as possible and within half an hour everyone had set off gingerly down track. Steve White raced in and called a short gate — so short in fact that his turn was down track of the line!

As competitors set off large, firm cloud streets formed at Booker and disappeared over the horizon down track. The more experienced pilots were the first to realise that this day was not as forecast and as the rates of climb got better they began to fly faster, finally rejecting anything under 6kt.

The streets that had appeared at Booker spread all over the task area. Nobody could believe the gorgeous streets that appeared giving good lift to a cloudbase of 4000ft.

Popular cloud street

The second leg was surprisingly slower than had now become expected. Justin was enraged to see Andy Davis 100ft above him at the second TP and although both were low, they managed to follow a cloud street of reduced sink until Buckingham. There Andy began to turn; he had cleverly picked a thermal that was working at his height but not at Justin's lower one. Justin, in the absence of any better ideas headed for Buckingham and at the outskirts of the town he hit a 6kt thermal; it was particularly pleasing because the thermal was working at Justin's height this time and not at Andy's. They arrived at cloudbase together and joined a neatly placed cloud street which conveniently ran from Buckingham to Thame. Nearly everyone managed to use this street and it was the most popular topic of conversation in the bar that night.

Justin and Andy arrived at Thame together still at cloudbase and jumped to another cloud street there to come in within seven seconds of each other to keep up their personal battle.

Chris Rollings once again kept the pressure on the two leaders and crossed the line some eight minutes after them. Chris said Andy and Justin were flying so much faster than he was he felt the odds were that sooner or later they would make a mistake — and he was just going to sit back and wait.

All but seven finished, including Brian Spreckley and Chris Starkey which hurt their positions badly; Chris dropped from 10th to 29th and Brian from 6th to 15th. It certainly was a day of changing fortunes; James Barrett jumped ten places to 11th but even so only 100pts separated 11th and 18th with only 200pts between 10th and 21st. It was Justin's turn to win and he closed the 50pt gap between him and Andy to 34pts.

Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	Wills	76.46	754	3137	2
2	Davis	76.10	748	3170	1
3	White	69.73	650	2703	4
4	Rollings	68.63	634	2807	3
5 =	Barrett	65.45	592	2258	11
5 =	Hood	65.43	592	2532	7

Day 5, Thursday, August 12

Task: 299km □, Market Harborough, Honeybourne, Blakehill Farm.

Met: *Cold front cleared the area by 09.30. 5/8s cu forecast with isolated light showers expected during the afternoon. Good 4kt thermals expected in the fresh unstable WNW airstream. Winds increased rapidly during the afternoon giving gusts of 30kt. A wave moving rapidly in from the west threw in 8/8s ci cs sheet over the task area cutting off convection by 1630.*

As we waited on the grid a blue hole sat over Booker but, out over the ridge, lovely cu could be seen and once again the strong wind gave rise to a pessimistic forecast, with 20kt at 2000ft; 25kt at 4000ft and 35kt at 6000ft.

The first launch was at 1156 for the most frustrating day of the competition. The startline opened at 1234 and everyone had gone 25min later, except for Gordon Camp who came back for a restart at 1311. Almost immediately after the last starter set off down track Heathrow Met rang with a strong wind warning — SW gusts of 25-30kt at ground level — and a gloom sank over Booker as a premonition of the difficulties to come was foreseen. At 1400hrs high cirrus, not mentioned at briefing, soon covered the sky at Booker.

Perhaps Lloyd Forsey's experience was the most common. He did a Silver C qualifying flight; flying for over five hours, doing a distance of over 50km and gaining his Silver height as he went! After the first TP he went 20 miles to, as it turned out, a non-existent stubble fire and it took him two hours to get back to the TP. There he was overjoyed to take a 10kt thermal to 4500ft, pressed off into wind towards the second TP and hit the ground six miles away.

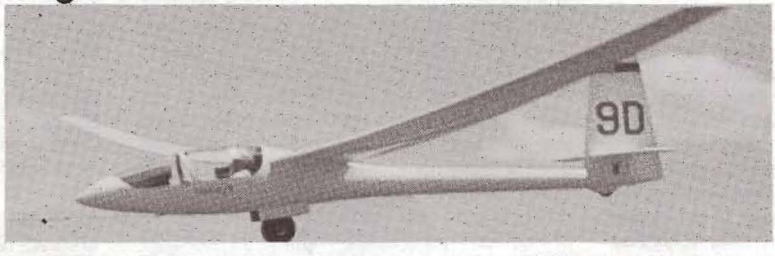
The first leg to Market Harborough seemed to go well for everyone but as John Williamson commented later, he could not believe the speed with which solid high cirrus had arrived at the TP. His idea of it being in the jet stream was endorsed by the Met man later.

Numerous pilots having struggled nowhere up the second leg for a couple of hours decided to land in the Husbands Bosworth area, nine actually on the airfield. By 1610 32

AS FROM 1st JANUARY 1983

Aero Marketing ASSOCIATES

will be sole selling agents for:
The **JANTAR** range of PZL Gliders



Both the **JANTAR STD.2** and **JANTAR 2B** will be available in three forms:

★ ECONOMY
★ CLUB
★ COMPETITION

Full after-sales service and spares back-up assured.
Accident repair service from UK's No.1 repairer

FULL INFORMATION PACKAGE:
110 KENDAL DRIVE, SLOUGH, BERKS **Tel: Slough 31796**
54 TOR BRYAN, INGATESTONE, ESSEX **Tel: Ingatestone 2418**

had rung in and fears for a contest day began to grow. Y was as usual half the total distance (149km) and as more and more pins appeared around the first TP it began to look doubtful. By 1730 we were still waiting for nine unaccounted pilots. When Pete Sheard, Steve White and Justin Wills rang in all past Y we needed one more to make it a contest day.

Andy's score doubled!

Meanwhile Andy Davis was drifting home at 2000ft and at 1810, 5hrs 19min after starting, he was the only pilot that day to cross the finish line. Leigh Hood was second with 181.4km, making it a contest day. Phil Gaisford rang in at 1810 having covered 176.2km to take third place and to double Andy's score!

The standing ovation Andy received at briefing next morning expressed more than any words the general feeling of the unfairness which gave Andy 77pts — ¼pt/km.

If Y had been 100km as it used to be a couple of years ago and not half way round the task as it has to be now, 20 competitors would have been past Y and Andy would have got 615pts to Leigh Hoods' 352pts in second place. Leigh worked out that with the wind Y through the air was actually 235km not 149.

As Martin Clarke pointed out, his retrieve and meal for his crew cost him £38 and for 21pts he felt at this rate he really couldn't afford to win!

Leading pos:	Km/h	Pts	Ov'll pts	Ov'll pos
1 Davis	56.08	77	3247	1
2 Hood	181.9	44	2576	7
3 Gaisford	175.7	42	1832	31
4 = Sheard	165.4	39	2613	6
4 = Wills	165.4	39	3176	2
6 White	153.9	36	2739	4

Friday, August 13

Met: *Strong unstable SW winds with gusts to 30kt were maintained ahead of the active cold front which reached Booker at 1500. Little improvement was expected behind the cold front.*

It was extremely windy with 20-30kt giving a definitely insecure feeling. This being Friday the 13th few seemed that keen to fly and over the past few hard working days no one seemed heartbroken when no task was set.

The poor Met man took a fair amount of stick at briefing and to be fair Denis, the director, explained that yesterday part of Peter's Met equipment wasn't working well and he lost a lot of information, so Booker had acquired some more expensive equipment — it would not only help with judging the wind speed but he could work out the direction with it . . . A very silly looking but terribly good natured Peter explained he hadn't the faintest idea what went on yesterday so today he'd copied the weather out of *The Guardian*.

Day 6, Saturday, August 14

Task: 297.8km □, Gaydon, Oundle, Goring.

Met: *Weak warm front to the west of Ireland at 0600 was forecast to move east to be Pembroke to the Isle of Wight at 1700. Fresh cold air in the ridge ahead of the warm front maintained a 3/8 cover of shallow cumulus whose base rose to 5000ft asl during the afternoon. Increasing amounts of ci cs were forecast but moderate to strong thermals were expected to develop under the ci. The ci thickened quickly during the afternoon and most thermal activity had died by 1600.*

Wind was forecast as 8-15kt and 5/8s cu with a cloudbase of 4000ft. Peter the Met had once again forecast an early cut off and the competitors wanted to go. Speed really was going to be the essence so as to get back past Goring before the arrival of the warm front.

No one had any major difficulties on the first leg and once past Gaydon each thermal was better than the last and everyone reported a superb second leg up to Oundle. The third leg was simply a matter of timing; those that were earliest and beat the high cirrus to Goring got home and those who were later didn't.

Justin Wills, Chris Rollings and Leigh Hood were together at Goring and all reported amazement at the speed of the shut off in such a short distance and in the space of 10 miles thermal strengths dropped from 5kt to 1kt. It was a gentle scrabble round the TP and just a drift back to Booker, Chris and Leigh finishing a few minutes after Justin. Andy found difficulty getting enough height to finish but was fourth across the finishing line with Howard Jarvis close behind. The sky at Booker looked totally dead and only ten finished.

Leading pos:	Km/h	Pts	Ov'll pts	Ov'll pos
1 Wills	78.85	1000	4176	2
2 Hood	77.77	993	3569	4
3 Davis	75.71	981	4228	1
4 Rollings	74.92	976	3806	3
5 Jarvis	68.60	942	2975	15
6 Williamson	67.98	939	3244	8

Sunday, August 15

Task: 132.2km △, Bicester, Chievely.

Met: *The cold front cleared at 0600. An upper trough which was over the Irish Sea at 0600 was expected to move east to reach Booker by 1200. Thunderstorms and heavy showers were expected in association with the upper trough. The slower activity was forecast to die out during the afternoon but the fresh to strong airstream was expected to maintain moderate thermals under 6/8s cu sc.*

The morning started cloudy and cold. Lots of pilots hadn't rigged and were taken by surprise when tow out began at 1030, briefing at 1130. And so the tension continued but there were no obvious signs to be seen in either the Davis' or Wills' camps. Although the sky looked rather moist and not particularly encouraging — cloudbase was forecast 3500ft, 6/8s cu decreasing to 4/8s. The first launch was at 1300 and the startline opened at 1324. Just as the first competitors began to cross the startline so the forecast showers began to pour and the startline radio filled with water and stopped working.

Nail biting session

The line of rain stayed neatly over the site and while good clouds could be seen temptingly over the ridge, everyone still dashed back to the airfield. At half past two the rain stopped and it began to clear up and become sunny. Local Bicester pilots were heard at 4400ft climbing at 1-2kt, a new grid was formed and Sally King led the way with the first of the relights at 1531. Only a few didn't go, nobody restarted and most trailers followed their pilots down track. As the chatter to crews increased it was easy to follow the pilots on to the second leg. As the landing reports came in it once again became a nail biting session to see if it was a contest day. Warren Kay, only three points behind Brian Spreckley, was doing his utmost to get past Y but at 1800 it was clear that Brian and Warren were just short leaving only Justin Wills, Andy Davis and Leigh Hood successfully past. However John Williamson was still flying and if he could get past Y it would make it a non-scoring contest day, but he landed just east of Y, ½km behind it, and so it was a no contest day.

Naturally prizegiving was delayed until everyone could be retrieved and the fact that the briefing room was packed at 2130 to see the winners get their pots indicated how much everyone had enjoyed the Comp.

COMPETITION ENTERPRISE

TENTH ANNIVERSARY 25th JUNE - 2nd JULY 1983

DEESIDE GLIDING CLUB — ABOYNE

ENTRY FEE £65 - BOOK EARLY - ENTRIES CLOSE FEB 28th

Write or phone for details: **L. TANNER, ST. KATHERINE'S, ABOYNE, ABERDEEN**

TEL. 0339-2551

THE INSTRUMENTS THE PILOTS USED

David Richardson, London Gliding Club

Over 25% of the field (13 aircraft) used Cambridge varios, seven had Ricos, six Soaring Instruments, four Cook, three each Crossfell and Burton, one each Skye, Pirol, Mini Cambridge, DSS, Ball and a German EFA/1.

All but two aircraft had one electric and one mechanical vario, 246 and 380 using two electric varios, a Cambridge and Cook in both cases. Two others had an extra audio only unit fitted. The 40 mechanical varios were evenly split between Winter and PZL, 20 and 19 respectively. Charles Ellis used a powered aircraft type Kollsman VSI. The total energy scene was dominated by either Irvin or home-made Brunswick tubes, usually fin mounted.

Personally I was surprised at how few miniature electric varios were used (17). My own preference is to have a good mechanical vario in a prominent high place on the panel, with the electric vario dial as low and as small as possible. That way I only have to lower my eyes slightly to see the mechanical vario using my ears for the audio, which means I can spend 99% of my time looking around for other aircraft and the next good thermal.

John Williamson had a good turnout — virtually every cockpit sported a JSW calculator, although only 20 had dolphins. I had expected to see a dolphin on every panel, the reason for so few may be due to the recent improvements in electric vario total energy and Netto compensation. I figured most pilots now use their speed directors in preference to the slightly slower mechanical vario fitted with Netto compensation and MacCready ring.

One set as good as another

Twenty-one gliders had either TM6 or TM61 radios, five Pye Bantams, five Avionic Dittel, four Walter Dittel, two Storcom, two Ash 360, one Storey, one Ricardo Avionics and one had a weird looking modified CB set! I spent some time on the start and finish lines and at that range all the radios were readability 5, some faded to strength 4 80 or 90km away, but generally there seemed to be nothing to choose between one set or another.

Most pilots chose Airpath or similar compasses, a handful used Bohli or Shantz and (wait for it) virtually every cockpit had a Halfords car compass stuck somewhere on the canopy!

Justin Wills' panel had slightly more hardware than Andy Davis. Both of them had the popular one each electric and mechanical vario combination, Justin using a Skye and PZL with dolphin, Andy a Cambridge and Winter.

Both had Winter ASIs, full sized altimeters, Walter Dittel radios and Bohli compasses. Justin had both a T&S and artificial horizon whereas Andy had a miniature T&S only, He said he "avoids cloud flying in competitions because it saves on decision making and time". Also that he "prefers the Cook compass in his Ventus to the Bohli"; he likes all the varios positioned down one side with the ASI top centre and does not think the new Cambridge is as good as the previous model. Peter Sheard and Chris Rollings, both flying borrowed LS-4s had the sexiest varios — Peter a brace of Pirols and Chris a EFA/1.

The majority of panels were fairly uncluttered in their layout, most pilots going for one only blind flying instrument; usually the ASI, mechanical vario and altimeter in prominent positions, the other instrument positions varying according to pilot preference and panel space.

The most popular instrumentation is as follows: ASI, altimeter, Cambridge vario, Winter vario, Airpath compass, TM6 or 61 and a cloud flying instrument. Everybody uses Brunswick tube type total energy and JSW calculators, whereas only 48% uses dolphin.

Please send all editorial contributions to 281 Queen Edith's Way, Cambridge CB1 4NH and not to the BGA office.

FINAL RESULTS

Standard Class

Fin. Pos.	Pilot	Comp. No.	Glider	DAY 1 8.8 166km dog leg O/R Thame, Potton, Thame			DAY 2 9.8 248km remote △ Thame, Earith, Duxford, Thame			DAY 3 10.9 332.5km □ Leicester, Dowdeswell, Hungerford			DAY 4 11.8 144.4km △ Booker, Banbury, Towcester, Booker			DAY 5 12.8 299km □ Booker, Mkt Harboro', Honeybourne, Blakehill Farm			DAY 6 14.8 297.3km □ Gaydon, Oundle, Goring			Tot. Pts.
				Distance	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	Distance (Speed)	Pos.	Pts.	Distance (Speed)	Pos.	Pts.	
1	Davis, A. J.	138	LS-4	115.8	1	479	82.12	3	943	89.15	1	1000	76.10	2	748	(56.08)	1	77	(75.71)	3	981	4228
2	Wills, T. J.	1	LS-4	113.7	=2	469	85.15	1	1000	84.68	2	914	76.46	1	754	165.4	4	39	(78.85)	1	1000	4176
3	Rollings, C. C.	TT	LS-4	105.5	5	427	80.14	5	908	80.39	7	838	68.63	4	634	106.0	=12	23	(74.92)	4	976	3806
4	Hood, L. S.	152	LS-4	53.0	31	165	81.42	4	930	80.81	5	845	65.43	5	592	181.9	2	44	(77.77)	2	993	3569
5	White, S. A.	944	Pegasus	113.7	=2	469	75.57	9	832	74.97	11	752	69.73	3	650	153.9	6	36	284.1	=14	809	3548
6	Dixon, R. T.	232	LS-4	94.0	8	370	79.38	6	895	80.76	6	844	61.32	8	542	96.4	22	21	283.8	=14	809	3481
7	Sheard, P. G.	268	LS-4	93.7	=9	369	77.52	7	863	81.03	4	849	56.58	=11	493	165.4	=4	39	249.4	=31	703	3316
8	Williamson, J. S.	97	ASW-19	70.0	27	250	65.91	23	697	81.17	3	851	55.81	16	486	98.9	=22	21	(67.98)	6	939	3244
9	Gorringe, J. P.	246	Std Cirrus	100.1	6	400	68.43	16	729	71.23	14	699	54.38	18	473	108.4	11	24	(62.85)	10	916	3241
10	Metcalf, G.	104	ASW-19	90.2	=12	351	77.00	8	855	76.41	9	773	50.81	25	444	87.2	=35	18	278.3	19	792	3233
11	Barrett, J. W.	971	ASW-19	90.2	=12	351	62.06	30	654	68.28	22	661	65.45	=5	592	133.7	=7	31	(64.15)	=8	921	3210
12	Spreckley, B. T.	580	ASW-19	90.2	=12	351	82.39	2	948	75.73	10	763	(64.8)	39	133	98.2	=22	21	(64.86)	7	924	3140
13	Kay, W.	322	Libelle	90.2	=12	351	58.29	31	616	77.41	8	789	52.86	19	460	DNF			(64.00)	=8	921	3137
14	Keogh, B.	264	LS-4	90.2	=12	351	72.03	12	778	62.74	30	598	51.61	23	450	92.2	33	20	286.6	=11	817	3014
15	Jarvis, H.	12	Std Cirrus	90.2	=12	351	54.27	33	582	63.21	29	603	54.47	17	474	103.2	=12	23	(68.60)	5	942	2975
16	Forrest, B. R.	294	Libelle	85.2	22	326	70.81	17	4 723	71.55	13	703	46.88	28	418	96.4	=22	21	274.8	24	781	2972
17	Stewart, K.	135	Std Cirrus	93.7	=9	369	65.92	=23	697	66.48	24	639	48.96	26	431	106.0	=12	23	283.1	16	806	2965
18	Cockett, T.	380	Libelle	93.2	26	7 311	67.18	=20	713	66.36	25	638	56.36	=14	491	96.4	=22	21	277.1	=20	788	2962
19	Camp, G. W. G.	184	Libelle	83.0	25	315	67.15	=20	713	69.50	18	676	52.07	20	454	105.7	=12	23	270.4	=27	767	2948
20	King, Sally	324	Astir	87.0	20	335	66.81	22	708	70.20	17	685	44.87	29	407	96.4	=22	21	277.1	=20	788	2944
21	Moulang, A.	105	ASW-15	108.0	4	440	62.25	29	656	56.72	33	544	44.06	30	403	87.9	=35	18	274.8	=24	781	2842
22	Marczynski, Z.	304	LS-4	93.7	9	369	75.46	11	5 789	65.26	26	625	38.70	34	382	96.4	=22	21	282.3	36	10 643	2829
23	Dean, M.	86	DG-100	84.2	=23	321	68.89	14	735	64.73	28	620	44.14	=30	403	106.0	=12	23	255.4	30	721	2823
24	Chaplin, B.	824	Cirrus	47.1	=32	136	68.66	15	732	67.12	23	647	56.57	=11	493	118.7	9	27	277.1	=20	788	2823
25	North, S.	146	Libelle	94.0	21	3 333	(242.3)	35	492	71.11	15	697	51.64	22	451	100.4	21	22	286.6	=11	817	2812
26	Smith, G. N.	732	Std Jantar	37.3	=34	86	67.33	9	715	69.06	19	671	56.72	10	494	98.2	=22	21	282.3	17	804	2791
27	Blackmore, R. H.	767	Std Jantar	37.3	=34	86	65.89	=23	697	68.54	21	664	62.33	7	554	106.0	=12	23	260.4	29	737	2761
28	Starkey, C.	394	Vega	105.2	7	6 383	74.57	10	816	72.04	12	710	35.2	40	45	82.9	=38	17	274.8	=24	781	2752
29	Langrick, J.	761	Std Cirrus	56.8	29	184	67.71	18	720	71.01	16	696	56.36	=14	491	115.9	10	26	207.1	38	574	2691
30	Gaisford, P. A.	353	Astir	47.1	32	136	(243.3)	34	494	68.77	20	667	56.58	=11	493	175.7	3	42	270.4	=27	767	2599
31	Clarke, A.	R19	ASW-19	90.2	=12	351	(227.7)	36	460	60.43	31	576	57.36	9	501	92.2	=33	20	254.1	34	8 646	2554
32	Fletcher, R.	707	Libelle	37.3	=34	86	71.30	13	768	65.01	27	623	(112.1)	36	274	95.8	=22	21	249.4	=31	703	2475
33	Bromwich, R. C.	855	Std Cirrus	19.6	40	0	58.01	32	614	59.39	32	566	51.13	24	447	133.7	=7	31	275.6	23	783	2441
34	Stephenson, E. K.	742	Libelle	84.2	23	321	(197.2)	39	2 373	50.28	36	500	51.97	21	453	86.4	=35	18	240.6	33	676	2341
35	Watson, A. J.	11	ASW-19	37.5	37	1 84	(196.0)	40	2 371	55.10	35	531	47.70	27	423	103.4	=12	23	278.6	18	793	2225
36	Giddins, J. B.	873	Std Cirrus	90.2	=12	351	62.40	28	657	40.8	39	31	91.5	37	213	106.0	=12	23	286.6	=11	817	2092
37	Alldis, C. J.	909	Std Cirrus	53.3	30	166	62.52	27	659	29.5	40	14	39.07	33	383	106.0	=12	23	230.4	35	645	1890
38	Clarke, M.	494	Carmen	26.8	38	34	(213.0)	38	427	(289.5)	37	397	(134.0)	35	339	96.4	=22	21	226.9	37	634	1852
39	Newall, Pam	10	Std Cirrus	59.0	28	195	(219.0)	37	441	55.19	34	532	(86.5)	38	198	98.2	=22	21	206.4	39	9 457	1844
40	Guthrie, P.	96	Astir	21.3	39	6	65.83	26	696	(254.0)	38	344	39.60	32	384	83.2	=38	17	78.8	40	11 180	1627
41	Bradley, G.	396	Astir CS	DNF			DNF			DNF			DNF			DNF			DNF			0
Hors Concours																						
	Ellis, C. A. P.	9	Dart 17R	19.6	40	0	227.7	36	460	55.29	34	533	124.0	36	309	75.4	40	15	225.9	38	631	1948
	Forsey, L.	787	ASW-15	DNF			0.0	41	0	0.0	41	0	56.14	16	489	103.2	12	23	275.8	37	784	1296

DNF = did not fly; photographic penalties as follows: **1** = 4 pts; **2** = 19 pts; **3** = 37 pts; **4** = 38 pts; **5** = 41 pts; **6** = 43 pts; **7** = 55 pts; **8** = 72 pts; **9** = 114 pts; **10** = 161 pts; **11** = penalty for wrong photo of 2TP.

1983 NATIONALS QUALIFYING LISTS

The Nationals Qualifying Lists decide the order of acceptance of entries if a National Championships 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.

J. D. Benoist, *BGA Competitions and Awards Committee*

PRIORITY LIST 1983

1	Wells, M. D.	(15)	24	Gorringe, J. P.	(S)	47	Cardiff, J. D.	(O)	69	Chaplin, B.	(S)	92	Mitchell, K.	(QL)
2	Lee, D. G.	(O)	25	Elliott, B.	(15)	48	Cockett, T.	(S)	70	Torode, H. A.	(O)	93	Davies, F.	(O)
3	Davis, A. J.	(S)	26	Zealley, T. S.	(15)	49	Shephard, E. G.	(15)	71	Woodford, J. M.	(15)	94	Cunningham, G. W.	(15)
4	Delafield, J.	(S)	27	Metcalf, G. C.	(S)	50	Roberts, D. G.	(O)	72	North, S.	(S)			
5	Fitchett, B.	(O)	28	Foot, R. A.	(O)	51	Redman, S. J.	(15)	73	Tull, V. F.	(O)	95	Tipney, C. J.	(QL)
6	Wills, T. J.	(S)	29	Lysakowski, E. R.	(15)	52	Smith, G. N.	(QL)	74	Forsey, L. K.	(O)	96	Stephenson, E. K.	(S)
7	Kay, A. E.	(15)	30	Spreckley, B. T.	(QL)	53	Camp, G. W. G.	(S)	75	Fletcher, R.	(15)	97	Aspland, W.	(15)
8	Rollings, C. C.	(S)	31	Barrett, J. W.	(S)	54	Gorely, T.	(O)	76	Blackmore, R. H.	(S)	98	Taylor, J. J. T.	(O)
9	Stone, A. J.	(15)	32	Glossop, J. D. J.	(O)	55	King, Sally	(S)	77	Hanfrey, A. W.	(O)	99	Watson, T.	(S)
10	Jones, R.	(O)	33	Curtis, C. J.	(15)	56	Purdie, P. G.	(O)	78	Murphy, T. J.	(15)	100	Wilson, D.	(QL)
11	Hood, L. S.	(S)	34	Kay, W.	(S)	57	Benoist, J. D.	(QL)	79	Bridges, R. C.	(O)	101	Mather, A.	(15)
12	Garton, C.	(15)	35	Watt, D. S.	(QL)	58	Moulang, A.	(S)	80	Starkey, C. G.	(S)	102	Szulc, B. J.	(O)
13	Carlton, M. R.	(O)	36	Aldous, R. F.	(O)	59	Watson, A. J.	(15)	81	Hynes, K.	(15)	103	Macfadyen, T. E.	(QL)
14	Campbell, D. R.	(15)	37	Cook, P. G.	(O)	60	Fleming, A. M.	(O)	82	Russell, F. K.	(O)	104	Giddings, J.	(S)
15	White, S. A.	(S)	38	Keogh, B.	(S)	61	Marczynski, Z.	(S)	83	Langrick, J.	(S)	105	Thick, M.	(O)
16	Innes, D.	(O)	39	Farmer, A. T.	(15)	62	Stafford-Allen, P. R.	(15)	84	Walker, D.	(O)			
17	May, R. C.	(15)	40	Sole, L. J.	(O)				85	Gaisford, P. A.	(S)			
18	Dixon, R. T.	(S)	41	Jarvis, H.	(S)	63	Hartley, K.	(O)	86	Pozerskis, A.	(O)			
19	Throssel, M. G.	(O)	42	Piggott, A. D.	(O)	64	Hackett, N. G	(15)	87	Jefferyes, M. B.	(15)			
20	Sheard, P. G.	(S)	43	Forrest, B. R.	(S)	65	Dean, M.	(S)	88	Fletcher, B.	(S)			
21	Williamson, J. S.	(S)	44	Pozerskis, P.	(O)	66	Clarke, M. A.	(QL)	89	Young, J. R.	(O)			
22	Cruse, C.	(15)	45	Stewart, K.	(S)	67	Batty, C. J.	(O)	90	Pope, M. H. B.	(15)			
23	Brown, H. F.	(O)	46	Hunt, S. G.	(15)	68	Taylor, J. R.	(15)	91	Bromwich, B. C.	(S)			

(O) = 1982 Nationals Open Class; (15) = 1982 Nationals 15 Metre Class; (S) = 1982 Nationals Standard Class; (QL) = from 1982 Qualifying List.

REGIONALS PROMOTION LIST 1983

1	Hodsman, D.	(W)	23	Charlotte-Green, Mary	(IST)	44	Bromwich, R. C.	(W)	66	Cooper, B. L.	(QL)	88	Wilson, F.	(QL)
2	Pozerskis, A.	(NO)				45	Cowderoy, R. L.	(QL)	67	Nash, S.	(ES)	89	Berringer, J.	(ISP)
3	King, Sally	(EO)	24	Kiely, K.	(QL)	46	Murphy, T. J.	(NO)	68	Hartley, K.	(QL)	90	Gaisford, P. A.	(QL)
4	Smith, E. R.	(IST)	25	Mather, A.	(B)	47	Middleton, A.	(NS)	69	Corbett, G.	(W)	91	Benniston, G.	(NS)
5	Watt, D. S.	(B)	26	Webb, M.	(W)	48	Hoy, S. K.	(QL)	70	Roberts, D. G.	(QL)	92	Richie, P.	(IO)
6	Starkey, C. G.	(W)	27	Cunningham, G. W.	(QL)	49	Saundby, R. P.	(IO)	71	Mathews, G.	(ISP)	93	Jefferyes, M. B.	(QL)
7	Kay, W.	(ES)	28	Smith, M.	(ES)	50	Millson, A.	(IST)	72	Cumner, G.	(EO)	94	Hawkins, P.	(ES)
8	Heames, C.	(IO)	29	Woodman, P.	(ISP)	51	Hunt, S. G.	(QL)	73	Mitchell, T.	(IST)	95	Norrie, A.	(W)
9	Ward, M.	(NS)	30	Breeze, D.	(QL)	52	Hills, T.	(ISP)	74	Hegner, A.	(B)			
10	Ellis, J. J.	(NO)	31	Pozerskis, P.	(EO)	53	Woodford, J. M.	(EO)	75	Jackson, R.	(NO)			
11	Hymers, S.	(W)	32	Crawshaw, G. H.	(NO)	54	Purdie, P. G.	(QL)	76	Parry, N.	(W)			
12	Dawson, M.	(ISP)	33	Sheffield, R.	(NS)	55	Johnson, R.	(ES)	77	Stafford-Allen, P. R.	(QL)			
13	Russell, G.	(IST)	34	Aldous, R. F.	(IO)	56	Scott, T.	(B)	78	White, M.	(NS)			
14	Forsey, L. K.	(B)	35	Alldis, C. J.	(W)	57	Taylor, J. R.	(QL)	79	Ward, M.	(QL)			
15	Keogh, B.	(NO)	36	Barley, P.	(ISP)	58	Hayes, D. M.	(NO)	80	Cowderoy, R. L.	(W)			
16	Watson, A. J.	(W)	37	Curtis, C. J.	(QL)	59	Clarke, M. A.	(IST)	81	Alway, E.	(EO)			
17	Sharman, R.	(ES)	38	Aspland, W.	(B)	60	Dawson, M.	(QL)	82	Gorely, T.	(QL)			
18	Taylor, K.	(NS)	39	Manley, K.	(NO)	61	Bird, M.	(EO)	83	Ramsden, P.	(NO)			
19	Cook, P. G.	(IO)	40	Bishop, J. M.	(QL)	62	Harkins, A.	(W)	84	Queen, A.	(IST)			
20	Davis, F.	(EO)	41	Murdoch, M. L.	(EO)	63	Morris, G.	(QL)	85	Withall, C.	(QL)			
21	Smith, D.	(W)	42	Langrick, J.	(QL)	64	Whitehead, P.	(NS)	86	King, P. A.	(B)			
22	Barrat, J.	(NO)	43	Harding, R.	(ES)	65	Steiner, P.	(IO)	87	Lloyd, K.	(W)			

(W) = Western Regionals; (NO) = Northern Regionals Open; (NS) = Northern Regionals Standard; (EO) Enstone Regionals Open; (ES) = Enstone Regionals Standard; (IO) Inter-Services Regionals Open; (IST) = Inter-Services Standard; (ISP) = Inter-Services Regionals Sports; (B) = Booker Regionals; (QL) = from 1982 Regionals Promotion List.

All pilots can read — but the BEST PILOTS read

Sailplane & Gliding

The magazine can be obtained from most Gliding Clubs in Gt. Britain, alternatively send £8.15 postage included for an annual subscription to the British Gliding Association, Kimberley House, Vaughan Way, Leicester.

Red leather-cloth binders specially designed to take copies of the magazine and gold-blocked with the title on the spine are only available from the B.G.A.

Price £3.50 (£3.99, including post and packing).

OVERSEAS AGENTS

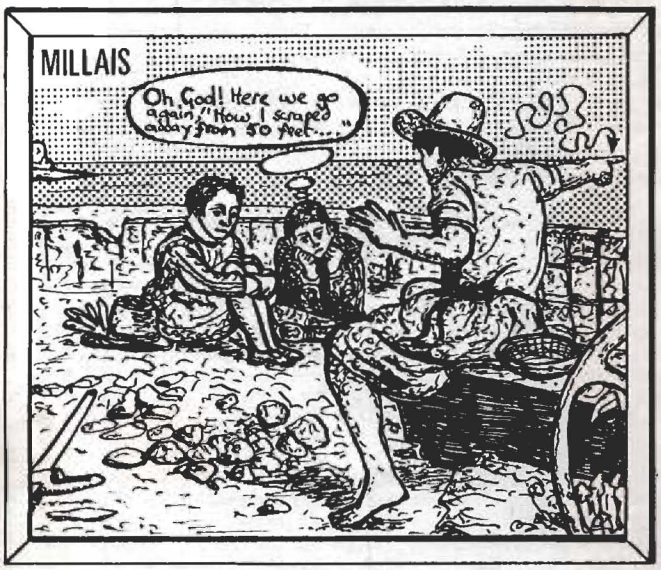
CANADA
T. R. Beasley, Soaring Supplies, PO Box 4851. St. Laurent, P.Q. Canada, H4L 4Z5.

SOUTH AFRICA
Peter Eich, PO Box 82707, Southdale 2135, Johannesburg, Transvaal.

HOLLAND
Aeropress (Ary Ceelen) P Stockmanslaan 53, 5652 RB Eindhoven

USA and all other Countries
Payable in either Sterling £8.15 or US $17 but International Money Orders preferred, direct to the British Gliding Association.

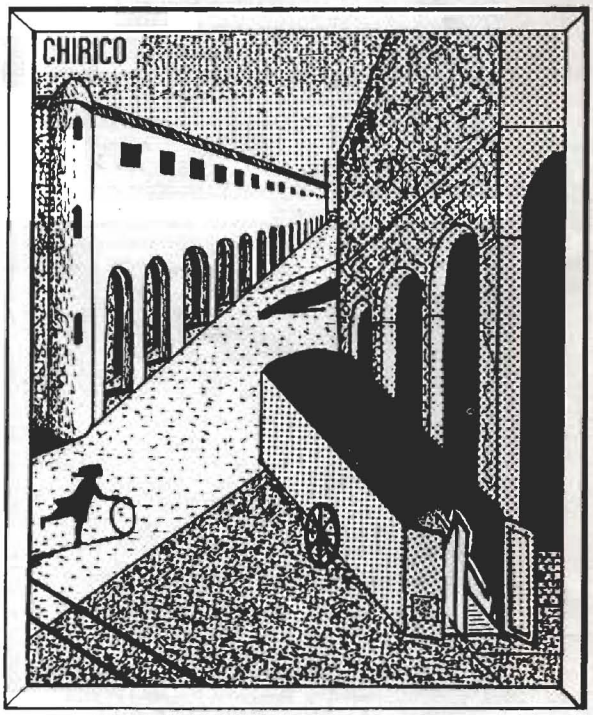
Something of an obsession!

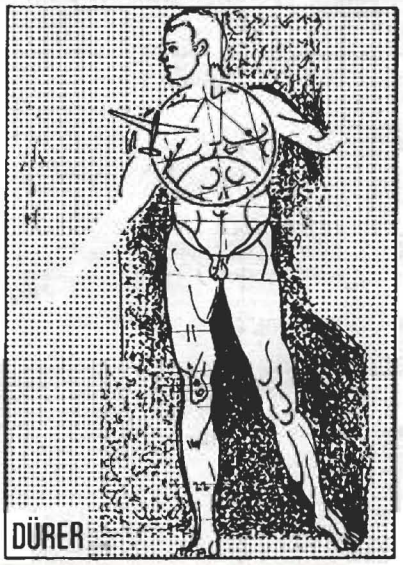




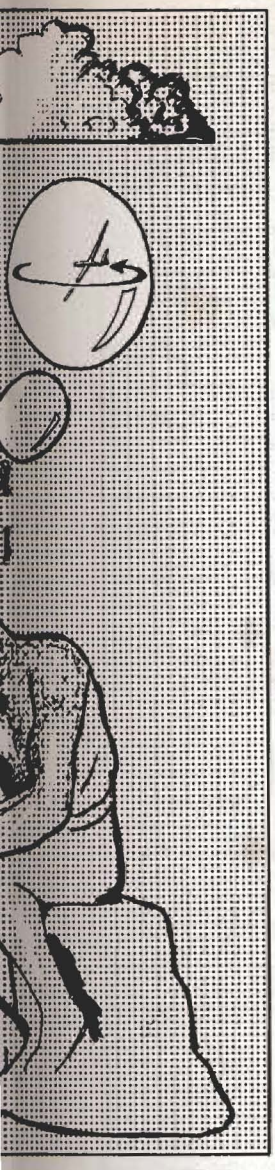


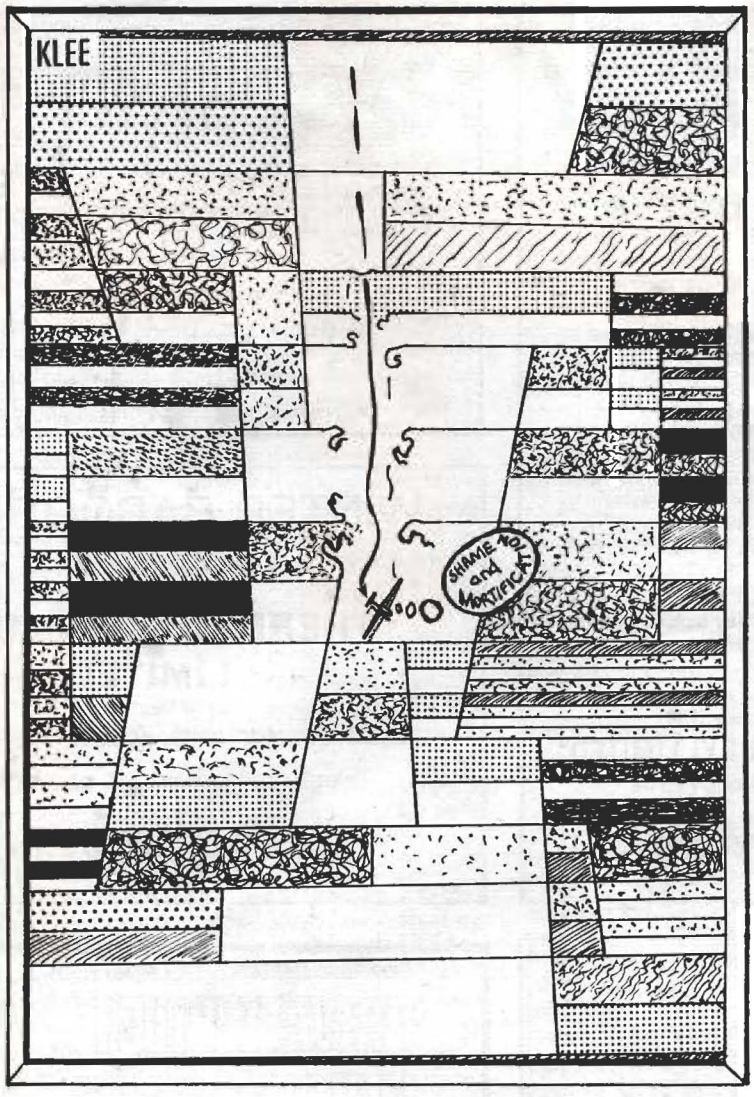






BLAKE — The Ancient of Days
CHIRICO — The Mystery and Melancholy of a Street
DÜRER — Study for Adam
GAINSBOROUGH — Robert Andrews and his Wife
KLEE — Monument in Fertile Country
LEONARDO da VINCI — Mona Thingy
MAGRITTE — Ceci n'est pas une pipe
MILLAIS — The Boyhood of Raleigh
REMBRANDT — Dr Faustus
RODIN — The Thinker











STEVE LONGLAND

GLIDING HOLIDAYS IN THE SOUTH OF FRANCE

A superb centre for gliding and hang gliding

FAYENCE — COTE D'AZUR

With excellent amenities for the rest of the family too — swimming — riding — fishing — tennis — sailing — wind surfing etc. All on or within 5 minutes of our Centre.

FAYENCE GLIDING CENTRE — rated as one of the best in Europe for all forms of the sport — performance — distance — altitude.

Our two week holidays are based on accommodation in super full service mobile homes sited just a couple of kilometres from the airfield. All units have shower, WC and are fully equipped for up to six persons. The park has a swimming pool, tennis, supermarket, bar, restaurant etc and is five minutes from Lac St. Cassien and thirty minutes from the sea.

Prices from £86 each for two weeks' holiday including return car ferries, accommodation and 7 days' membership of the Gliding Club.

For full details write or phone (any time)

PERSONATOURS (CANTERBURY) LIMITED

29 St. George's Place, Canterbury CT1 1UT

Tel (0227) 66611

and please specify "GLIDING HOLIDAY"

WESTLEY AIRCRAFT

PERSONAL, QUICK, HIGH QUALITY REPAIRS, MAJOR OR MINOR TO GLASS AND CARBON FIBRE, STEEL TUBE, WOOD, METAL, C.A.A., ARGON ARC WELDING, INSTRUMENTATION, RE-SPRAY, RE-FABRIC. SUPPLY OF REPAIR MATERIALS AND GLIDER SPARES. C of A's to all types.

SIMON WESTLEY

65 Brooklands Drive, Leighton Buzzard

Beds. LU7 8PE

Tel. 0525-379567

ANYTIME INCLUDING EVENINGS AND WEEKENDS

WINTER BAROGRAPHS

MAIN STOCKISTS

THERMAL EQUIPMENT LIMITED

Lasham Airfield, Alton, Hampshire

Telephone Herriard 359 or 0256-83 359

Large stocks of Winter variometers and airspeed indicators, altimeters, turn-and-slip indicators, etc. Send SAE for lists.

Whether your aircraft is built in wood, metal, or glass you can be sure of expert repairs from:

SOUTHDOWN AERO SERVICES LTD.

LASHAM AIRFIELD

ALTON, HANTS

Telephone Herriard (025 683) 359

NEW REVISED EDITION (FOURTH)

PRIVATE PILOT STUDIES

by S. E. TAYLOR *and* H. A. PARMAR

"This book is directed to the student pilot who is hoping to get his PPL, and it contains more or less everything he will be required to know. It is a mine of information and is presented in a most readable way." *Sailplane & Gliding.*

Contents: Maps and charts; 2 Direction and speed; 3 The navigation computer; 4 A spot of navigation; 5 Magnetism and compasses; 6 Meteorology; 7 Aerad charts; 8 Aviation law; 9 Principles of flight; 10 The power plant; 11 Radio aids; 12 Area navigation; 13 Aircraft loading/fire hazard; 14 Now hear this; 15 Playing safe; 16 Getting a PPL from scratch.

224 pages, £6.00 net (by post £6.62)

LIGHT AIRCRAFT INSPECTION

by J. E. HEYWOOD

Explains clearly, with the aid of over 80 photographs adjacent to the text, how to carry out regular inspections and preventative maintenance. *136 pages, £5.00 net (by post £5.50)*

T. & A. D. POYSER LTD

Calton, Waterhouses, Staffs ST10 3JX

THIS TIME LAST YEAR...

By MENTOR

Work Rate!

As the 13 swung onto the final turn Harry was feeling pretty relaxed! He had enjoyed his instructing this lovely late-autumn day. Two of his better pupils had soloed and he generally had felt that rare rapport that results in the pupil being pushed along at just the optimum rate. For once he was glad he had the 13 to himself. He felt he could take on all the pupils there were — not that there were many. In fact, so few that Harry now found himself sitting behind young Jim for the fifth time that afternoon, and he had the distinct feeling his third solo was just around the corner. Hey! That *would* be something! Three first solos on one November day!

* * * *

Jim's progress had been erratic. Meteoric bursts between stagnant pauses when it all seemed to go to worms! But now with Harry pushing him on he really seemed to be getting the hang of things. In the early days he had been hustled along pretty fast and, although he didn't put it like that, his feeling for the sense of flying was only skin deep. He still had to concentrate hard to be sure of a nicely co-ordinated turn; the neat, economical recovery from an approaching stall only came about if he was really thinking about it; and, frankly, he just *didn't* like the feeling of falling if he let the stick go forward too sharply. Once, on one of his early circuit planning attempts, Jim had trimmed forward further than necessary. A moment later, distracted, he had lost his hold of the stick and the nose went sharply down. Jim had had a nasty shock but the instructor in the back had laughed and said he'd get used to it! Luckily it hadn't happened again and Jim hoped it never would. But on the right day none of these defects surfaced and Jim would be seen to take one of his steps forward. This was such a day.

* * * *

Harry realised the final turn had been somewhat skidded but the landing that followed was fair enough. True, Jim got his rudder wrong trying to pick up the wing as the glider came to rest, so that the 13 swung round 45° or so, but Harry wasn't worried. He felt that one more check flight should do it. Three solos in one day! The briefing was perfunctory. "Same again, Jim lad!" A cable was waiting and two minutes later they were airborne again. But this time it *wouldn't* be "the same again". *Harry* would arrange that! He had to be sure that Jim would react correctly under pressure.

* * * *

Jim nearly jumped out of his skin as the nose shot up when Harry pulled the bung at 600ft. He had always hated cable breaks and this one had happened way above the height where they were most common, so that he was mentally unprepared for the contingency. He eased gingerly forward on the stick but was much too late to catch her before she stalled and the subsequent recovery was sloppy and the final airspeed too high. Regaining normal attitude at last, the adrenalin reaction making his skin prickle, Jim thought out his plan. Turn downwind, complete a shortish circuit and land, up the field if needs be. He set off on this on his own initiative but then Harry put his oar in. "Straighten up there, Jim." He could see that the right decision had been made and wanted to test Jim further, by putting him badly out of position and then judging his decision-making again. Jim fumbled out of the turn, crossed his rudder momentarily so that the nose swung wildly. "OK. Do your circuit from here." Jim's head swam. He swung into a turn to the left onto an attenuated downwind leg. He skidded as he straightened up, losing the elementary rudder co-ordination. By now his head was a whirl but he had the presence to turn base leg (too fast), finals (skidding again) and to settle onto some sort of approach into an acceptable but remote part of the airfield. But Harry hadn't finished. "Imagine the peri-track is a row of trees!" Poor Jim! *He* didn't know how high an imaginary row of trees should be. He closed the brakes, raised the nose and waited for inspiration. It came! "Don't stall, now!" He jerked the stick forward, quicker than Harry could catch it, and they finished up on the ground, just short of the peri-track, with a smashed skid, bent wheel axle and very sore backs.

* * * *

At This Time Last Year five instructors failed to take over in time when their pupils reacted unexpectedly near the ground.

And there we leave Tom, Dick and Harry for a while. Their accidents were sometimes painful, sometimes trivial. Always there was an element of human error although the root causes of some of the accidents were hidden in the ways and habits of their club. Over-confidence played its part; fragile skill was shattered by the unexpected. Fictionalised in part, all the accidents actually happened to a Tom, a Dick or a Harry. There is a bit of one of them in all of us; we must make sure we don't figure in the accident reports This Time *Next* Year . . .

SKY FEVER

By "ROBBIE" of the RAE GC, Famborough, who dedicates this poem to Andy Rowles, a fellow club member who was killed on August 21 through a mid-air collision at the start of the Inter-Services Regionals.

I must go up to the skies again, to the white clouds, and the grey,
And all I ask is a high launch, and the chance to "get away";
And the wings' surge, and the wind's song, and the quiet clouds drifting,
And a heat haze on the land's face, and the warm air's lifting.

I must go up to the skies again, for the call to soar and glide
Is a free call and a clear call, that may not be denied;
And all I ask is a sunlit day, and the bright heights' gaining,
'neath the "new-cu" which towers above, and its lift maintaining.

I must go up to the skies again, to the peace of silent flight,
To the gull's way, and the hawk's way, and the free wings' delight;
And all I ask is a friendly joke with a laughing fellow rover,
And a large beer, and a deep sleep, when the long flight's over.

(With acknowledgements to John Masefield's "Sea Fever")

REGIONALS RESULTS

WESTERN REGIONALS — June 19-27

No.	Pilot	Sailplane H'cap	Day 1.20.6 245km □	Day 2.24.6 154km □	Day 3.27.6 164km △	Total Points
1	Hodsman, D.	112 Kestrel 19	851	255	195	1301
2	Jones, R.	135 Nimbus 3	790	173	198	1161
3	Starkey, C. G.	97 Astir CS	791	275	65	1131
4	Hymers, S.	108 Mosquito B	738	304	0	1042
5	Watson, A. J.	106 Mosquito	866	115	3	984
6	Smith, D.	98 Cirrus 75	637	117	197	951
7	Webb, M. J.	102 ASW-19B	925	13	6	944
8	Aldis, C. J.	100 Std Cirrus	646	263	0*	909
9	Curtis, C. J.	108 ASW-20	877	9	DNF	888
10	Bromwich, R. C.	98 Std Cirrus	699	0	175	844
11	Davis, D. W.	109 Ventus	—	—	0	
	Davis, A.		833	0	—	833
12	Sharman, R.	96 Std Libelle	714	0	110	824
13	Harkins, A.	108 Mini Nimbus	617	19	185	821
14	Corbett, G.	108 Mini Nimbus	640	163	0	803
15	Parry, N.	101 LS-4	642†	126	21	789
16	Cowderoy, R. L.	103 Phoebus 17	660	110	DNF	770
17	Lloyd, K.	108 LS-3 17	663	0	101	764
18	Norrie, A.	107 Ventus B	744	0	0	744
19	Findon, D.	118 Nimbus 2c	710	0	0	710
20	Manwaring, A. J.	108 DG-200	537	138	0	675
21	Cervantes, S.	100 SHK 1	669	0	0	669
22	Hill, B.	98 Std Cirrus	—	17	0	
	Winning, E.		629	—	—	646
23	Johnson, R.	96 Sport Vega	637	0	11	645
24	Hardy, M.	97 Astir CS	621	0	0	621
25	Roberts, D. G.	90 K-6E	—	DNF	DNF	
	Gibbons, J.		616			616
26	Kemp, M.	104 PIK 20B	590	0	DNF	590
27	Bleakin, L.	118 Nimbus 2	580	0	0	580
28	Guthrie, P.	97 Astir CS	574	0	0	574
29	Ashurst, R.	111 ASW-20L	556	0	0	556
30	Clarke, M.	100 Std Cirrus	530	0	0	
	Mitchell, K.		—	—	—	530
31	Hawkins, P.	106 Mini Nimbus	509	0	5	514
32	Smith, I.	108 Mini Nimbus	—	0	0	
	Wand, J.		497†	—	—	497
33	Starling, R.	106 Mini Nimbus	476	0	0	476
34	= Dawson, V.	98 Std Cirrus	471†	0	0	471
34	= Harrington, T.	108 Vega	471	0	0	471
36	Lane, I.	106 LS-3	451	0	0	451
37	Parker, S.	101 LS-4	—	0	0	
	Taylor Beasley, M.		36†	—	—	36
38	Patchett, J.	102 Cirrus 17.7	0*	0	13	13

† = *photographic penalty;* * = *no control at first TP; DNF = did not fly.*

NORTHERN REGIONALS — July 24-August 1

Open Class

No.	Pilot	Sailplane H'cap	Day 1.24.7 169.5km △	Day 2.26.7 178km △	Day 3.29.7 191.5km △	Day 4.30.7 133km △	Total Points
1	Pozerskis, A.	118 Nimbus 2c	603	848	930	333	2714
2	Ellis, J.	112 Kestrel 19	599	614	1000	357	2570
3	Keogh, B.	101 LS-4	610	712	909	253	2484
4	Barratt, J. W.	102 ASW-19	250	660	965	434	2309
5	Crawshaw, G. H.	100 DG-100	338	610	850	475	2273
6	Manley, K.	106 Cirrus	579	550	839	285	2253
7	Murphy, T. J.	106 PIK 20D	393	569	835	429	2226
8	Hayes, D. M.	102 ASW-19	596	683	533	370	2189
9	Hunt, S. G.	103 LS-4	210	704	864	381	2182
10	Jackson, R.	114 Kestrel 19	381	771	615	422	2159
11	Ramsden, P.	114 Kestrel 19	226	613	851	390	2080
12	Smith, M. J.	101 LS-4	133	749	741	454	2077
13	Swannick, J.	112 Kestrel 19	185	666	836	330	2007
	Rice, J.						
14	Harrison, K. A.	100 Std Cirrus	486	739	477	242	1944
15	St. Pierre, A. H. G.	106 DG-200	81	643	660	379	1763
16	Walsh, A.	108 Mosquito	197	611	548	386	1742
17	Herringshaw, G. H.	115 Kestrel 19	83	356	844	353	1636
18	Duffin, E. R.	101 Std Jantar	369	403	470	239	1481
19	Taylor, C.	100 ASW-15	224	437	447	297	1405
20	Milson, A. J.	100 Std Cirrus	0	495	468	422	1385
21	Phillips, D.	114 Jantar 19	135	374	633	208	1350
22	White, D. A.	106 Vega	12	23	26	11	1326
23	Knowles, J.	112 Kestrel 19	20	16	27	19	1307
24	Sheriden, A.	100 SHK	23	20	22	18	1265
25	Luke, J.	103 Phoebus	27	19	25	13	1137
26	Stromberg, I. M.	106 DG-200	28	22	23	27	1054
27	Marren, C.	100 DG-100	10	DNF	24	20	994
28	Cervantes, S.	100 SHK	15	DNF	DNF	DNF	220

Club Class

No.	Pilot	Sailplane H'cap	Day 1.24.7 83.5km △	Day 2.26.7 142km △	Day 3.29.7 103km ⇄	Day 4.30.7 133km △	Total Points
1	Ward, M.	82 Pirat	436	969	724	424	2553
2	Taylor, K.	84 K-6CR	590	1000	564	328	2482
3	Sheffield, R.	97 Astir 77	672	892	478	267	2309
4	Middleton, A.	90 K-6E	564	945	433	284	2226
5	Whitehead, P.	88 IS-28	521	858	385	347	2111
6	White, M.	96 Libelle	639	782	453	214	2088
7	Benniston, G.	94 Dart 17R	578	752	419	176	1925
8	Bond, M.	96 Cobra	605	454	439	333	1831
9	Stott, B.	90 K-6E	541	519	432	297	1789
10	Rogers, N.	78 Skylark 2B	15	886	412	391	1704
	Griffin, B.						
11	Fox, B.	96 Cobra	469	408	396	128	1401
12	Acey, D.	90 K-6E	440	367	448	0	1255
13	Reeves, C.	98 DG-100	87	441	420	263	1211
14	Rees, A. J.	96 Libelle	92	507	399	167	1165
15	France, P.	97 Astir CS	500	462	26	35	1023
16	Svenson, B. W.	72 K-7	90	517	0	0	607

INTER-SERVICES REGIONALS — Colerne Airfield, August 17-26

Open Class

Fin. Pos.	Pilot	Sailplane H'cap	Day 1.19.8 313km □	Day 2.21.8 190km	Day 3.26.8 163km □	Total Points
1	Heames, C. V. J.	108 Mosquito B	455	379	201	1035
2	Jones, R.	107 Janus	495	373	138	1006
3	Cook, P. G.	121 Nimbus 2cs	635	358	0	993
4	Aldous, R. F.	111 ASW-20L	495	413	60	968
5	Saundby, R. P.	135 Nimbus 3	380	357	113	850
6	Steiner, P. H.	118 ASW-17	458	301	DNF	759
7	Hartley, K. J.	109 Janus C	428	257	DNF	685
8	Richie, P. J.	108 Mini Nimbus	273	402	0	675
9	Joint, T. A.	108 ASW-20	398	251	DNF	649
10	Harmer, P. M.	112 Kestrel 19	378	211	35	624
11	Tootell, W.	108 ASW-20	278	314	0	592
12	Docherty, T. P.	118 Nimbus 2c	370	194	0	564
13	Morris, B. C.	106 Mini Nimbus	185	185	35	405
14	Killingray, A. J.	108 ASW-20F	195	175	0	370
15	Young, M. B.	116 Nimbus	315	0	1	316
16	Bass, I. G.	112 Kestrel 19	185	0	DNF	185
17	Benzie, I.	108 Mini Nimbus	138	0	0	138

Standard Class

Fin. Pos.	Pilot	Sailplane H'cap	Day 1.19.8 210km □	Day 2.21.8 139km □	Day 3.26.8 148km □	Total Points
1	Smith, E. R.	97 Astir	615	270	8	893
2	Russell, G. J.	97 Astir	493	393	0	886
3	Green, Charlett	98 Cirrus	408	408	1	817
4	Barley, P. R.	99 Astir	480	265	1	746
5	Millson, A. J.	100 Cirrus	483	243	0	726
6	Clarke, M. A.	100 Cirrus	445	230	0	675
7	Mitchell, T. M.	99 Astir	520	150	0	670
8	Queen, A. J.	97 Astir	433	170	0	603
9	Brownrigg, D. R.	97 Astir	343	228	0	571
10	Buckner, K. R.	102 ASW 19	372	145	0	517
11	Logan, M. W. B.	97 Astir	488	0	3	491
12	Sherlock, C.	97 Astir	488	0	0	488
13	Terry, C. J.	99 Astir	483	0	DNF	483
14	Smith, I.	102 ASW 19	463	0	0	463
15	Eddie, A. J.	99 Astir	400	0	0	400
16	Gildea, C. J.	100 SHK	395	0	0	395
17	Sharpe, G. J.	95 ASK 21	345	0	0	345
18	Lovelbutt, R. J.	99 Astir	318	0	DNF	318
19	Armstrong, J.	99 Astir	68	248	0	316
20	Bush, W. H.	100 Cirrus	103	0	0	103

Club Class

Fin. Pos.	Pilot	Sailplane H'cap	Day 1.19.8 101km	Day 2.21.8 115km	Total Points
1	Ramsey, D. H.	78 K-8	363	126	489
2	Ratcliffe, A.	78 K-8	450	26	476
3	Satchell, T. J.	76 Sky	460	0	460
4	Hutchings, R.	78 K-8	445	—	445
5	Morgan, P.	78 K-8	382	44	426
6	Gibbs, R. I.	78 K-8	290	58	348
7	Hammond, C. M.	78 K-8	183	DNF	183
8	Grant, N.	78 K-8	164	0	164
9	Rowles, A. K.	78 K-8	141	—	141
10	Ackroyd, G. D.	78 K-8	84	0	84
11	Wilson, H. R.	84 K-6CR	78	0	78
12=	Chatfield, A. G.	78 Skylark 2	0	0	0
12=	Chapple, H.	66 Mu 13-D-3	DNF	DNF	0

Sport Class

Fin. Pos.	Pilot	Sailplane H'cap	Day 1.19.8 152km □	Day 2.21.8 102km △	Total Points
1	Dawson, M. R.	90 K-6E	395	158	553
2	Woodman, P. J.	86 K-18	368	171	539
3	Hills, T. S.	86 Skylark 4	285	231	516
4	Matthews, G. V.	86 K-18	345	94	439
5	Beringer, J. F.	90 K-6E	278	444	322
6	Pickles, G. D.	86 K-18	305	8	313
7	Clarkson, P.	90 K-6E	265	0	265
8	Hancock, A.	85 Eagle	45	75	120
9	Davey, C. M.	94 Dart 17R	75	35	110
10	Duncan, J.	86 K-18	98	0	98
11	Hawkins, J. R.	90 K-6E	85	0	85
12	Horder, R. D.	86 K-18	68	0	68

THE AVIATION BOOKSHOP

HAS

THOUSANDS OF BOOKS

THOUSANDS OF MAGAZINES

in many languages — as well as

THOUSANDS OF PHOTOGRAPHS

All on Aviation: WW1, WW2, Civil, Military, Engineering, Aero Modelling, Navigation, Pilotage, Helicopters, Meteorology etc.

Call in — or send **50p** for large catalogue

THE AVIATION BOOKSHOP

656 Holloway Road, London N19 3PD

***Tel:* 01-272 3630** Access and Visa welcomed

ENSTONE REGIONALS — August 21-30
Open Class (104% speed index and above)

Fin. Pos.	Pilot	Sailplane H'cap	Day 1.21.8 202km △	Day 2.25.8 150km △	Day 3.26.8 180km △	Day 4.27.8 304km △	Day 5.28.8 301km △	Day 6.29.8 106km △	Total Points
1	King, Sally	107 Ventus	933	360	515	948	1000	457	4213
2	May, R. C.	106 ASW-20L	860	365	494	991	892	461	4063
3	Davies, F. J.	112 Kestrel 19	941	325	464	900	754	441	3825
4	Pozerskis, P.	116 ASW-17	959	340	0	1000	912	498	3709
5	Murdoch, M. L.	108 ASW-20	1000	0	453	857	689	567	3566
6	Woodford, J. M.	111 ASW-20L	910	0	471	928	816	420	3545
7	Bird, M.	118 Nimbus 2	734	282	430	992	707	285	3430
8	Cumner, G. M.	106 ASW-20	775	335	446	795	603	474	3418
9	Alway, E. J.	111 ASW-20FL	822	312	0	853	690	499	3176
10	Stafford-Allen, P. R.	106 PIK 20D	351	250	465	904	870	143	3013
11	Szulc, R. Lysakowski, E. R.	118 Nimbus 2	941	330	0	795	729	70	2865
12	Tull, V.	114 Kestrel 19	870	170	11	877	555	280	2763
13	Cook, I. R.	106 Mini Nimbus	854	175	25	912	703	0	2669
14	Wilson, T. G.	112 Kestrel 19	735	0	22	814	624	428	2623
15	Baker, P. Baker, R.	104 Cirrus	742	0	8	948	612	120	2430
16	Gardner, D. H.	104 Cirrus	728	250	116	191	703	431	2419
17	Bebbin, T. G.	108 Kestrel 17	855	0	2	775	668	0	2300
18	Hart, J. E.	106 Vega	308	0	436	724	664	165	2297
19	Brisbourne, R. P.	108 DG-200	485	90	19	850	612	235	2291
20	Sampson, D. L.	110 DG-202	361	150	0	924	638	DNF	2073
21	Phillips, D. M.	114 Jantar I	459	30	11	693	0	240	1433
22	Clarke, C. J. Morley, A. R.	106 Vega	325	0	0	583	415	DNF	1323
23	Mottershead, J.	106 ASW-20L	0	0	0	505	476	0	981

Sport Class

Fin. Pos.	Pilot	Sailplane H'cap	Day 1.21.8 124km △	Day 2.25.8 110km △	Day 3.28.8 140km △	Day 4.27.8 304km △	Day 5.28.8 301km △	Total Points
1	Kay, W. M.	96 Libelle	670	530	673	999	1000	3872
2	Sharman, R. C.	96 Libelle	727	402	640	865	892	3526
3	Smith, M. J.	101 LS 4	666	374	681	840	791	3352
4	Harding, R. W.	98 Std Cirrus	732	237	635	907	827	3338
5	Johnson, R. M.	84 K 6CR	731	118	386	647	529	2411
6	Nash, S. R.	96 Cobra	611	86	280	843	553	2373
7	Parry, N.	103 LS 4	0	50	578	1000	646	2274
8	Hawkins, P.	100 Std Cirrus	446	0	0	910	840	2196
9	Stevens, L.	90 K-6E	566	0	308	604	704	2182
10	Dixon, G. R.	96 Libelle	646	4	266	464	873	2053
11	Giles, E.	94 Foka 5	465	19	0	822	575	1881
12	Born, A. R. Edwards, D.	98 Std Cirrus	0	397	87	731	620	1835
13	Willett, M. J. Roberts, J. H.	98 Std Cirrus	177	0	0	938	647	1762
14	Spencer, N.	100 ASW-19	0	292	600	513	303	1708
15	Wise, B. R.	96 Libelle	360	225	0	801	312	1698
16	McGill, Janis Roberts, D. W.	90 K-6E	654	255	— 0	534 —	— 45	1488
17	Duffin, E. R.	101 Std Jantar	0	18	0	882	559	1459
18	Mace, J. A.	96 Cobra	0	0	0	49	63	112

BOOKER REGIONALS — September 4-12

No.	Pilot	Sailplane H'cap	Day 1.4.9 167.6km △	Day 2.9.9 199.8km □	Day 3.10.9 135.4km O/R	Total Points
1	Watt, D. S. Kay, A. E.	111 ASW-20FL	— 805	17 —	— 265	1087
2	Forsey, L. K.	111 ASW-20L	585	0	274	859
3	Mather, A.	111 ASW-20FLP	538	0	195	817
4	Aspland, W.	106 PIK 20D	538	0	262	800
5	Sheard, P. G.	107 Ventus A	662	16	32	710
6	Scott, T.	106 Mosquito A	580	0	121	701
7	Rollings, C. C.	95 K-21	695	0	0	695
8	Hegner, A.	111 ASW-20FL	638	1	30	669
9	King, P.	99 Astir	624	0	0	624
10	Sheppard, F.	106 Vega	560	0	34	594
11	Parker, T.	100 ASW-19	563	0	0	563
12	Alway, J.	116 Jantar 2A	541	0	0	541
13	Ashurst, R.	111 ASW-20L	541	0	0	541
14	Morris, B. C. Bell, P.	108 Mini Nimbus	525 —	0 —	— 0	525
15	Read, G.	111 ASW-20L	494	0	30	524
16	Wise, B.	96 Libelle	352	0	0	352
17	Evans, C.	90 K-6E	0	0	38	38
18	Duffin, E.	97 Astir CS	17	0	0	17
19	George, B.	73 Bergfalke	0	0	0	0
Hors concours	Alway, J.	111 ASW-20L	0	0	37	37

SAILPLANE & ENG. SERVICES LTD.

C's of A
REPAIRS TO GLASS-FIBRE,
STEEL TUBE & WOODEN A/C
LOTS OF K-13 & SWALLOW SPARES

WRITE OR PHONE:

KEN BLAKE **BUXTON 4365**

SAILPLANE & ENG. SERVICES LTD.
HOLMFIELD RD., BUXTON, DERBYS.

SAILPLANE/GLIDER/AIRCRAFT

INSURANCE

TRY THE SPECIALISTS

J. A. Harrison (Brokers) Ltd.

SECURITY HOUSE
160-161 BROMSGROVE STREET
BIRMINGHAM B5 6NY

•

RATES ARE REDUCED BY QUALIFICATION

SPECIAL SCHEME FOR EXPERIENCED PILOTS

Telephone: 021-692-1245
Telex: 335142

NEW AT SHOBDON
– WAVE MEMBERSHIP

£30 gives you

★ *Flying membership until 31 March*
★ *Frequent wave to Gold height and above*
★ *Sport Vega for suitably qualified pilots*
★ *Wave instruction in Twin Astir*
★ *Free guide to winter soaring*

Shobdon is a large flat airfield 3 hours from London, but close to the Welsh hills and Black Mountains. It has a wide tarmac runway and is accessible by road and air in all seasons. We are installing a VDF on 130.4 to guide gliders back if the cloud closes in. On the airfield we have a bar and much improved restaurant whilst nearby there are some excellent inns and landladies offering bed and breakfast. Caravans are also welcome.

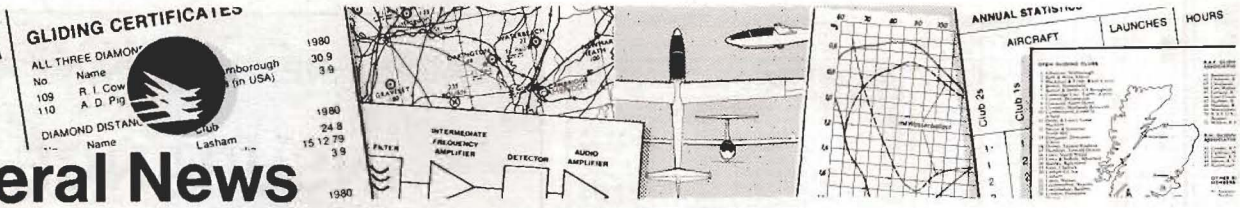
2000' Aerotows £8.00 – Gliders £7.20 per hour
Trailer parking £20 for 6 months
★ Now only 20 places available

Write or phone now to:

Phil or Diana King
5 Orchard Court, 27 Kenilworth Road
Leamington Spa, Warwickshire CV32 6JD

Weekdays: 0926 29003
Weekends: Herefordshire Gliding Club — 056881 369

BGA and General News



WORLD CHAMPIONSHIPS' REPORT

The British team for the 1983 World Championships will consist of George Lee, Bernard Fitchett, Andrew Davis and John Delafield with Martyn Wells as the first reserve and Justin Wells, second reserve.

The Championships are to be held at Hobbs Industrial Airport, a World War 2 military base acquired by the city for an industrial airpark. The main runway is 500ft wide and 7500ft long permitting the staging of four lines of sailplanes with adequate room for landing towplanes to one side. A parallel runway is 150ft wide with a cross over that can be used for relights if necessary. Three additional runways are also available but in seven previous contests all bar two contest days have been launched from the main runway.

The practice period is from June 21 to 25 and the Championships from June 26 to July 11, including the opening and closing ceremonies. Briefings will be held at the New Mexico Junior College as well as any meeting of the International Jury and Ostiv congress.

Hobbs is located in a proven contest area as seven successful US National contests have been held there in the last 12 years.

The contest flying area is in the south-east corner of New Mexico and a sizeable portion of West Texas. This area for the most part is on the "Llano Estacado" (high stake plains) geographic area. Thermal activity is the major source of lift, although shear lines may be used to advantage. The MARFA dew front line (cloud street) lays across the area in which many long flights have been made. This is a high, semi-arid region.

The average length of task over eight contest days in the 1980 contest was 489km with winning speeds averaging 131.71km/h. The area of ranching, farming and oil fields offers reasonably good out landing characteristics with numerous crop duster strips and dry lake beds.

In the last issue I submitted an outline budget amounting to £26 000. I have obtained further costing information and the following budget is I believe realistic.

Pilots (4), crew (8), Met man (1), repair man (1), manager (1) and captain (1), making a total of 16.

Air Fares — London to Dallas return — £360 each	**£5760.00**
4 glider trailers, Southampton-Houston return $2000 each at £1.70/US$	**£4705.00**
Entry fees $4000	**£2355.00**
Subsistence 16 x 21 days at £10	**£3360.00**
Accommodation (Motel)	**£3500.00**
Aerotows — say 100 at $25	**£1470.00**
Car hire — 5 cars for 3 weeks at £200pw each	**£1765.00**
Car insurance $6 per day	**£370.00**
Petrol and oil — say 3000 miles/car	**£730.00**
Team uniforms	**£1200.00**
Glider insurance — transit and flying risks	**£1000.00**
Reserve	**£785.00**
	£27 000.00

All members of the team will be required to pay £300 towards the costs and efforts are being made to obtain Grants and Sponsorship. We urgently need additional funds as the membership Levy will only cover about 40% of the costs. I am well aware of my responsibility to account for the money raised and a full account of expenditure will be published in S&G after the Championships.

Mike Pope, *team manager*

NEW MOTOR GLIDER FOR THE RAFGSA

On the final day of the Inter-Services Regionals the RAFGSA took delivery of a new Slingsby T-61G Falke. The aircraft is now based at Bannerdown Gliding Club, RAF Hullavington and will be operated nationwide to provide gliding experience for disabled people. Last year's "Nationglide" project raised the downpayment for the motor glider, since when many British companies have provided donations towards the purchase.

At the formal handover ceremony the president of the RAFGSA, Air Marshal Sir Michael Beavis, received the aircraft from Mr Jimmy Wright (of Disablement in the City) who read out the following message from HRH Prince Philip:

"Recent years have seen the introduction of many schemes to make it possible for the disabled to participate in leisure activities. The inauguration of a motor gliding service under the auspices of Opportunities for the Disabled and Disablement in the City with the help of the RAFGSA, is certainly the most ambitious of such schemes. I wish it every possible success and hope it will be the first of many more of its kind".

It is believed that this is the world's first gliding facility dedicated to the disabled; the Falke will provide them with much-needed therapeutic recreation.



John Delafield straps in Jimmy Wright as he prepares to make the first flight with Air Vice-Marshal John Brownlow, chairman of RAFGSA. Photo and report by Gareth Cunningham.

BGA COMPETITIONS COMMITTEE NEWS

By Ted Lysakowski, *Chairman*

British team for Hobbs. The voting panel comprising the 1982 squad and the five highest placed non-squad pilots in the 1982 Nationals selected the team, announced in the item above.

At the time of writing (mid-October) the Class allocation has not been determined but all the arrangements are well underway in the hands of Mike Pope (manager) and Mike Carlton (captain). We wish the team every success at Hobbs.

1983 Nationals Structure. The 1983 National Championships will again be run as entirely separate events in the three main FAI Classes of Open, 15 Metre and Standard — full details below. Your response to my article in the June issue, p129, as well as the direct feedback from competition forums held during the 1982 Nationals clearly indicate that there is very little support for the concept — raised by a group of pilots early this year — of allowing 15 Metre gliders to fly, flaps locked, in the Standard Class; therefore the 1983 Standard

Class Nationals will be run in full compliance with the FAI definition of that Class.

The three Nationals will again be handicapped and each Class will produce one National Champion; however the Open Class will have two supplementary awards for best performances in gliders up to 21m span and up to 19m span.

The Open Class will be limited to not more than 40 entries, whilst the upper limit for the other two Classes will be 50 entries.

1983 Competition Calendar. The dates and venues for the 1983 Nationals will be: **15 Metre,** May 21-30, Booker; **Open,** July 23-31, Lasham and **Standard,** August 13-21, Husbands Bosworth.

The dates of other competitions confirmed at the time of writing are: **Western Regionals,** June 4-12, Nympsfield; **Competition Enterprise,** June 25-July 2, Aboyne; **Booker Regionals,** July 9-17; **Lasham Regionals,** July 23-31, to be run concurrently with the Open Class Nationals; **Inter-Services Regionals,** mid-August at RAF Halton and **Enstone Regionals,** August 27-September 4.

For up-to-date details please contact the BGA office or myself.

1983 Nationals Entries. A reminder that the closing date for application is Monday, January 31, 1983. Entry forms are available from the BGA office and priority will be decided by the applicant's position on the 1983 Qualifying Lists.

INTER-UNIVERSITY TASK WEEK

Held at Duxford from June 28-July 4, the task week hit the rainy season with only one task possible, a downwind dash to Tibenham which the Cambridge University team won.

Essex, Imperial College, Leicester, Surrey and Oxford also took part in what Phil Atkin of Cambridge University described as a surprisingly enjoyable week considering the weather. They are hoping that Imperial College will be the hosts next year at Lasham.

FROM THE

SECRETARY'S DESK



Barry Rolfe, *BGA administrator*

It is sometimes suggested that there is a gulf between you the glider pilot and the elected Executive Committee who attempt to keep your Association running in the direction that you desire. We hope that better communication is one of the bridges we can use to make sure that in future everyone is at least aware of the issues that are being faced and the policies that are being followed by your representatives.

The Executive meet usually on the first Wednesday of each month, and in future issues of the magazine I will try to extract items of particular significance from the preceding two meetings and report them for you.

Recently, of course, an enormous amount of time and effort has been devoted, both by BGA staff and voluntary officials, to finding a solution to the Scottish airways problem which has threatened both Portmoak and Aboyne, and this subject is dealt with separately by Tom Zealley on p252. It has led the Executive to appoint Bill Walker MP as our official Parliamentary spokesman on gliding. Bill is the Conservative member for Perth and a qualified ATC gliding instructor, and we hope that in future we will have greater ease of access to the "corridors of power".

In September, the Executive were reluctantly forced to recommend an increased club subscription for 1983 of £3 per flying member (inclusive of a 50p contribution to British Team Funds) in view of a probable deficit on the current year's operation. Additionally, the Sports Council, who are currently funding the Association with an annual grant in excess of £50 000, had pointed out that our self-financing through members' subscriptions was at the minimum acceptable level and that individuals in gliding were contributing much less per head to their governing body than in other comparable sports.

British to send four pilots

Money, or rather the lack of it, continued to be a topic in October when the Executive looked at the cost of sending a properly equipped British Team to the World Championships in New Mexico next year. Although the American hosts have unusually extended the maximum number of entries per country to six pilots it was decided that the British Team as in previous years would comprise of not more than four pilots and crews. The result of the top competition pilots' ballot was then announced (see facing page).

Subjects still under discussion by the Executive and its sub-committees on which we expect decisions during the coming months include proposed amendments to the Bronze badge requirements and the introduction of compulsory insurance cover for instructor liability.

BRITISH GLIDING CONFERENCE MARCH 26-27, 1983

GUEST SPEAKERS (from the USA and Europe)

STATIC DISPLAY (latest gliders on view)

FLY IN (weather permitting)

TRADE STANDS (latest equipment on show)

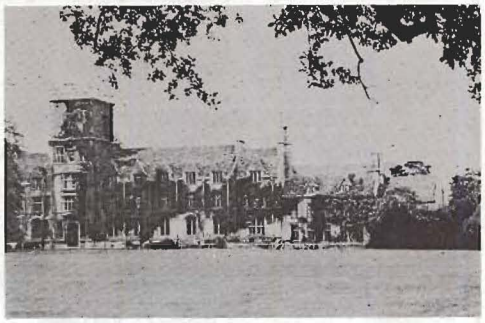
CRAFT AND ART EXHIBITION
(opportunity to display your talent!)

AMERICAN BREAKFAST (the early birds . . .)

CELEBRATION DINNER
(well haven't we got plenty to celebrate?)

CABARET
(guaranteed to be enjoyed by everyone)

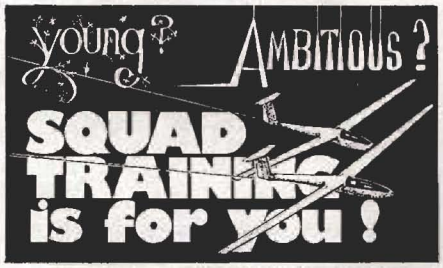
All this wrapped up with Conference Sessions all day Saturday and on Sunday morning.



The venue is the very beautiful Royal Agricultural College, Cirencester, Gloucestershire. The cost will be within anyone's pocket and the best value for many years.

Remember the date and keep it clear. Join us for a memorable Gliding Conference and Social "Fly-In". Full details in the next issue of S&G or available from Marjorie Hobby, 144 Lythwood Road, Bayston Hill, Shropshire SY3 0LW.

SQUAD PREPARATION TRAINING — 1982



The Squad Preparation Scheme, started by George Lee in 1979, had a successful 1982 season. Fourteen young pilots (there would have been 15 but one got diverted to the South Atlantic!) attended five courses which were run by experienced competition pilots alongside contests at Lasham, Nympsfield, Sutton Bank, Colerne and Booker. The weather was modest (250km was the largest completed task) but everyone got a fair share of the flying. Six pilots flew in Regionals and three were sponsored in the Nationals. The Sports Council generously made available cash aid to pay about 60% of each pilot's expenses. Which brings me to the next point:

Where have all the young ones gone?

Evidently eye-catching posters (see heading picture) are not enough (perhaps they disappear under the adverts for second-hand sailplanes, radios and caravans?!) because there is a distinct lack of applicants for cheap flying with top class coaching in the 1983 season. Where **are** all the young, ambitious pilots? In order to be sure we don't miss a potential 1988 World Champion applications will be accepted up to December 22 **(apply now!).** Full documentation for qualifying flights will not be essential but claims must be backed and authenticated by the club CFI or an Official Observer from the club. Basic qualifications are:

Bronze to Silver within one year

Two cross-countries (preferably closed circuit of at least 100km) within the preceding two years

Age: under 25, but up to 30 exceptionally.

Apply by letter to: John Williamson, 12 Warren Rise, Frimley, Surrey.

NATIONAL LADDER WINNERS

For the second year running Chris Starkey (Surrey & Hants) heads the National Club Ladder to win the L. du Garde Peach trophy. Nick Hackett (Coventry), who was in second place at the end of last season, is top of the Open Ladder and claims the Enigma trophy.

Open Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. N. G. Hackett	Coventry	8664	4
2. W. Kay	London	8447	4
3. G. Metcalfe	Surrey & Hants	8122	4
4. R. Wright	Coventry	7601	4
5. C. Lovell	Surrey & Hants	7529	4

Club Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. C. G. Starkey	Surrey & Hants	6272	3
2. M. B. Jefferyes	Essex	4128	4
3. P. Crossley	Booker	3678	4
4. M. F. Brook	Yorkshire	3943	4
5. C. Coles	Surrey & Hants	3026	2

BGA SOARING COURSES IN 1983

In 1982 for the first time BGA soaring courses were run at some clubs for the exclusive benefit of that club's members. The principle is to be extended in 1983 with some six courses available. At the time of going to press the dates were not fixed but full details should have been circulated to CFIs in a newsletter by the time this is read.

A mixture of facilities will be offered and the course fee will depend on the options chosen. These are: one or two coaches; tasks set to suit participant's needs, with full briefing and de-briefing; lead/follow cross-countries for qualified pilots; high performance two-seater for individual training; Motor Falke for field landing training and a full range of lectures and hand-out material.

Courses will be for five, seven or nine days — *ie* Monday-Friday with one or both weekends added on. The principle is that the club (or a group of smaller clubs, perhaps) will book the course and pay the fee to the BGA; provide site, lecture/briefing room and launching facilities and arrange suitable catering. The club(s) would then recoup the cost of the course from the pilots attending. Up to ten aircraft could normally be accommodated preferably with two pilots per aircraft to allow for retrieving. In addition to the above a number of Advanced (four-day) and Cross-Country (nine-day) courses will be held as usual at the major sites, open to allcomers.

K-8 — ESCAPE BY PARACHUTE

Investigation following an accident has shown there is the possibility of certain types of escape parachute snagging on the steel frame seat-back. This could seriously impede/delay escape from the glider.

All types of parachutes used by K-8 operators must be tested in the glider as soon as possible.

The BGA strongly recommends the introduction of a seat-back panel permanently secured into each glider, clipped into place behind the rear edge of the seat pan and over the top main cross tube.

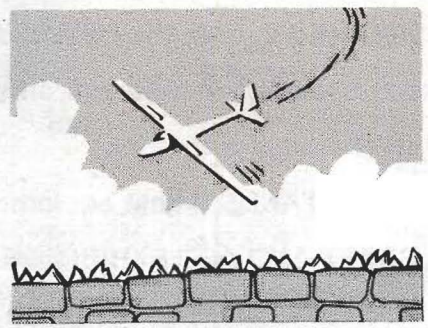
Dick Stratton, *BGA Chief Technical Officer.*

NEW CHARGES NECESSARY

We regret that it is necessary to introduce a small increase to the prices charged for gliding certificates and endorsements as from January 1, 1983. Would you please note that the new price for the A, the B and the Bronze endorsements to the certificate will in future be £2.00 each, although the prices of the respective badges will remain unchanged at 75p each. The new charge for registering each leg

BGA MAIL ORDER

You won't need to penetrate our defences to discover the secret of the best gliding value next year. Skill, daring and **£3.95** will get you a copy of the magnificent 1983 SSA gliding calendar.



12 exceptional full-colour photographs plus a 'sizzling' centrespread. Hurry, because we have imported only a very limited quantity of these superb calendars and at this price the demand should exceed Vne.

P.S. Don't forget our special readers' offer this Christmas — see the enclosed leaflet for details of how to claim your free copy of the British Soaring Yearbook.

Order these items from

BRITISH GLIDING ASSOCIATION

SALES DEPT., FREEPOST, LEICESTER LE1 7ZB

or ask us to send you our complete sales list

Telephone 0533 531051

of a Silver, Gold or Diamond badge will be £2.50 although again the badges will remain unchanged at 75p for Silver and £1.50 for Gold. Fresh supplies of badge claim forms with the new prices are available from the BGA office.

Barry Rolfe, *BGA administrator*

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1982
138	M. B. Jefferyes	Essex	10.8
139	C. V. J. Heames	Four Counties	9.5

DIAMOND DISTANCE

No.	Name	Club	1982
1/206	M. B. Jefferyes	Essex	10.8
1/207	C. V. J. Heames	Four Counties	9.5
1/208	K. Hartley	Bicester	28.8
1/209	J. R. Taylor	Surrey & Hants	28.8
1/210	C. Fox	RAE Farnborough	9.5

DIAMOND GOAL

No.	Name	Club	1982
2/1144	G. G. Buckner	Bicester	17.7
2/1145	A. Mather	Booker	17.7
2/1146	T. J. Parker	Booker	17.7
2/1147	M. Sandy	Bicester	27.7
2/1148	R. K. Hutchings	Cranwell	17.7
2/1149	E. A. Acey	Wolds	9.5
2/1150	G. R. Dixon	Enstone	17.7
2/1151	Beverley Cook	Kestrel	20.6
2/1152	I. Stromberg	Yorkshire	14.8
2/1153	S. M. Brownlow	Bicester	17.7
2/1154	Margaret Young	Booker	10.8
2/1155	J. T. A. Hunter	Wolds	14.8
2/1156	G. Kelly	Stratford	17.7
2/1157	C. A. Lungley	Yorkshire	14.8
2/1158	M. F. Brook	Yorkshire	14.8
2/1159	J. R. Edyvean	Pegasus	18.7
2/1160	A. M. Batchelor	Four Counties	14.8
2/1161	G. S. Foster	Cranwell	14.8
2/1162	P. A. Hearne	Surrey & Hants	5.7
2/1163	W. A. Brierley	Midland	10.5
2/1164	P. Southam	Four Counties	14.8
2/1165	R. M. Johnson	Borders	28.8
2/1166	J. Alway	Bristol & Glos	28.8
2/1167	G. Russell	Wyvern	28.8
2/1168	J. L. Rolls	Surrey & Hants	10.5
2/1169	N. F. Stringer	Norfolk	17.7
2/1170	D. G. MacArthur	Midland	4.3
2/1171	Louise Coates	London	28.8
2/1172	W. Bevan	Booker	28.8
2/1173	W. Craig	Oxford	14.8
2/1174	R. M. Wilson	Clevelands	14.8
2/1175	M. D. Allan	Midland	28.8
2/1176	M. T. Day	Lasham	10.8
2/1177	C. A. D. Patterson	RAE Farnborough	11.7
2/1178	V. S. W. Dawson	Bicester	28.8
2/1179	J. Clifford	Swindon	28.8
2/1180	L. M. R. Stevens	Enstone	28.8
2/1181	S. Biggs	Booker	28.8

DIAMOND HEIGHT

No.	Name	Club	1982
3/534	P. E. Rice	Essex & Suffolk	11.4
3/535	A. G. I. Dodds	S.G.U.	2.9
3/536	M. F. Brook	Yorkshire	20.9

GOLD C COMPLETE

No.	Name	Club	1982
892	B. R. Forrest	Enstone	31.7
893	J. H. Nunneley	Booker	9.5
894	E. A. Acey	Wolds	9.5
895	Beverley Cook	Kestrel	20.6
896	I. Stromberg	Yorkshire	14.8
897	J. T. A. Hunter	Wolds	14.8
898	M. F. Brook	Yorkshire	14.8
899	J. R. Edyvean	Pegasus	18.7
900	A. M. Batchelor	Four Counties	14.8
901	P. A. Hearne	Kent	5.7
902	N. A. Dean	Trent Valley	8.5
903	W. A. Brierley	Midland	10.5
904	P. Southam	Four Counties	14.8
905	C. A. D. Patterson	RAE Farnborough	11.7
906	V. S. W. Dawson	Bicester	28.8
907	P. Baker	Cambridge Univ	14.9
908	L. M. R. Stevens	Enstone	28.8

Continued at the foot of next page.

BGA ACCIDENT SUMMARY — Compiled by ARTHUR DOUGHTY, Chairman, BGA Safety Panel

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew Age	Injury	P/Hrs	SUMMARY
92	K-8a	2435	N	23.05.82 11.00	North Weald	36	N	27	At about 100ft on autotow launch the cable became detached from the tow car. Pilot released and recovered but cable parachute deployed and wrapped round L/E of port wing where it remained until glider landed without damage.
93	K-8B	2336	M	05.06.82 16.20	Weston-on-the-Green	38	N	180	Pilot was "determined to land as close to the launch point as possible" and at about 200ft on approach commenced "S" turn with full airbrake. Stalled at roundout from slow approach into low corn short of perimeter track, bounced and then arrived on perimeter track.
94	Kp6E	1507	M	12.06.82 14.45	Keevil	46	N	54	Failed to level off for landing after 60kt approach in 15-20kt wind. Glider bounced and airbrakes were closed. Nose was lowered and airbrake re-selected and glider struck the ground in a nose down attitude.
95	Jantar 1	2088	M	06.06.82 14.30	Atworth Nr Melksham Wiltshire	50	N	412	Selected cut hay field with power wires across the centre but failed to notice a low cable on boundary until late stage of approach when about to cross boundary wall. Pulled up to clear cable but caught and broke it with undercarriage.
96	Fauvette	2112	S	20.06.82 13.20	Halland Nr Uckfield East Sussex	40	N	18	Pilot drifted downwind of site and on realising he could not return picked a field at 1100ft. After a circuit a steep approach was made and at roundout a loud bang was heard from the rear of the glider. It rose to about 6ft then banged down on the nose. Fuselage broken in front of tail.
97	K-13	RAFGSA R 31	M	25.04.82 12.05	Kinloss	?	N	34	During approach pilot closed airbrakes and lowered nose to compensate for wind gradient but failed to round out for landing. Struck ground with excess speed, bounced then struck ground in nose down attitude.
98	Olympia 2B	1173	S	20.06.82 ?	Ridgewell Oatly	43	N	?	At start of winch launch when glider was at a height of 6-10ft the winch apparently failed. Pilot failed to achieve adequate flying speed and a heavy landing resulted pushing wheel and wheelbox up into lower fuselage.
99	Twin Astir	2341	S	20.06.82 19.10	Bellarena Co London-derry P2	29 ?	N N	84 Air exp	After a short soaring flight pilot was on downwind leg of circuit and saw car with trailer clearing sheep from landing area. The landing run was clear with sheep either side. A few seconds after touch down a sheep ran from the left and then charged the port wing which it struck 3ft from root.
100	Shobdon	2749	W/O	16.05.82 13.45	Shobdon	38	N	71	Duplicate report of accident Ref 52/82.
101	Std Libelle	1908	M	11.06.82 17.14	2 miles north of Roade, Nr Northampton	61	N	818	Three suitable looking fields were rejected when power wires were observed making them unusable leaving pilot with "no alternative but a straight in approach to the best looking field up-wind". Unfortunately it turned out to be standing barley and the glider groundlooped as it sank into the crop.
102	Skylark 3B	864	M	06.07.82 16.57	Milfield	60	N	8½	Pilot was briefed to land on part of airfield used for field landing practice. Commenced approach with airbrake from 300ft but undershoot developed. Attempted to clear 4ft boundary fence by partially closing airbrake and raising nose. Mushed across fence striking posts and ground looped into wiremesh.
103	Skylark 4	1045	M	05.06.82 16.45	Stanton under Bardon	35	N	84	Worried by power wires along field boundary parallel with landing direction, flew downwind leg overhead the wires and crowded the circuit. Excess height resulted in overshoot and touchdown well into field. Intentional ground loop to avoid running into up-wind boundary hedge.
104	T-21B	1482	M	26.06.82 17.23	Strubby	29	N	40 min	After unsuccessfully attempting to use lift pilot was observed at 300-400ft half way along downwind leg from which position he tried to fly a normal circuit. Final turn was low, slow and over-ruddered and on approach the tail was dragged along the rough undershoot with nose 4-5ft high until glider stalled.
105	Open Cirrus K-8B	1584 1528	M S	11.07.82 17.15	Lasham	56 ?	N N	166 ?	Pilot was anxious not to run over edge of runway crossing landing run and failed to adequately monitor airspeed during final stage of approach. Mushed in to a heavy landing during which stbd wing dropped inducing a ground loop. Glider rolled on for 40yds and collided with stationary K-8 on landing area.
106	K-8a K-6BR	2718	M	04.06.82 ?	Challock	35	N	18 min	Calm conditions and pilot's fourth solo flight. Ballooned at round-out so attempted to correct by reducing airbrake thereby setting up a series of oscillations and bounces. Allowed port wing to drop causing glider to veer towards clubhouse and parked gliders. Struck stbd T/E of parked glider.
107	Cirrus 75	2195	M	27.06.82 16.30	4 miles NNE of Cheltenham	33	N	279	Competition flight. At 1500ft selected field in lee of Cleeve Hill but undershot due to strong down-draught and misjudgment due to slope upwards disturbing depth perception.
108	Swallow	1263	M	27.06.82 ?	Pershore	25	N	11	Pilot adjusted circuit to compensate for strong sink on downwind leg. Landing was made further down runway than normal and during the ground run wingtip struck an unobserved steel marker post at the edge of the runway.

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

60 YEARS AGO — First Soaring Flights

A. E. SLATER

The most crucial year in the whole history of human soaring flight was undoubtedly 1922 when the world's first soaring flights of one, two and three hours were made and the news went round to all the world's press. The sequence of events had been: first, the Peace Treaty signed in June 1920 which forbade the building of motor driven aircraft in Germany; then the call to aviators by Oskar Ursinus, editor of the fortnightly *Flugsport* (founded in 1908) to assemble on the Wasserkuppe Mountain in August and develop motorless flying. A miscellaneous collection of gliders turned up but there was no soaring. However the meeting became an annual event for twenty years until the next war stopped it.

At the 1920 meeting there were various gliders but no soaring was done. In 1921 two "world records" were put up; on August 30 Wolfgang Klemperer flew along the steep west-facing slope that stretches southwards from the Wasserkuppe summit till he grounded at the bottom after going six miles in 13min, and on September 5 Arthur Martens flew for 15min by means not stated, and finally on September 13 Friederich Harth, out of sight of the crowd, soared for 21min and climbed 400ft by using gust energy alone.

To the newspaper-reading public all these feats were performed similarly by using "air currents"; and a current, in popular understanding, is a horizontal strip of fluid, air or water, full of turbulent eddies, which one is "caught by", then "carried away by", and finally "at the mercy of". An "upward current of air" is therefore the same thing rotated through 90°, being elongated vertically but narrow from side to side. A bird or glider must therefore, on encountering one, pull up into a stall and turn itself into a parachute. This was assumed by an eminent scientist writing in *Nature* in the last century, then in 1912 by Dr E. H. Hankin, who had spent years trying in vain to find the secret of soaring flight by watching vultures through field glasses; and as late as 1931 the then editor of S&G found it necessary to inform "experienced aeroplane pilots" that to soar along a ridge one does not proceed directly upwind waiting till one feels lift and then pull up into a stall.

Advice on ridge soaring

Even in the famous year of 1922, according to one book which I cannot now locate, a pilot who was named had to show the others that to soar along a ridge one must turn sharply immediately after the launch.

The famous flights were made in the Vampyr from Hanover, which looked more like a modern sailplane than any of the others. On August 10 Arthur Martens flew it for 1hr 8min, of which the first 40min were above the starting point so as to qualify for the principal prize of the meeting; he then made a long glide down into the valley, damaging the machine on landing. Then on August 19 Fritz Henzen soared it for 2hrs and 6sec, and again on August 21 he raised the record to 3hrs 8min.

Coming on top of each other so quickly, these records roused the press of the whole world. In Britain the result was the "Itford Contest" for a week in October 1922, on the last day of which a French competitor, Alex Maneyrol, raised the world's duration record to 3hrs 21min. Here, again, nobody seemed to know how to soar along a ridge until Antony Fokker, who had been at the Wasserkuppe, showed them how. But that is another story.

What became of these record breakers? Klemperer emigrated to the USA where he had a successful career. He used to turn up at annual meetings of the International Astronautical Federation in Europe. He had a daughter who took up gliding.

Martens started a gliding school on the Wasserkuppe. Unfortunately he was killed in 1934 as a passenger in an airliner which flew into a radio mast over Belgium. But he wrote a detailed account of his record flight, published in translation in S&G to celebrate its 40th anniversary.

But Henzen disappeared entirely from the gliding world. Wanting to get an account of his record flight on the 40th anniversary, I wrote to ask Klemperer for any news of his whereabouts; Klemperer replied that he found Henzen's name in some address list where it was given as a technical institute in Egypt, so I wrote to him there but got no reply.

Continued from previous page.

GOLD C DISTANCE

Name	Club	1982
G. G. Buckner	Bicester	17.7
A. Mather	Booker	17.7
J. H. Nunneley	Booker	9.5
T. J. Parker	Booker	17.7
M. Sandy	Bicester	27.7
R. K. Hutchings	Cranwell	17.7
E. A. Acey	Wolds	9.5
G. R. Dixon	Enstone	17.7
Beverley Cook	Kestrel	20.6
I. Stromberg	Yorkshire	14.8
S. M. Browlow	Bicester	17.7
Margaret Young	Booker	10.8
J. T. A. Hunter	Wolds	14.8
G. Kelly	Stratford	17.7
G. A. Lungley	Yorkshire	14.8
M. F. Brook	Yorkshire	14.8
J. R. Edyvean	Pegasus	18.7
A. M. Batchelor	Four Counties	14.8
G. S. Foster	Cranwell	14.8
P. A. Hearne	Kent	5.7
N. A. Dean	Trent Valley	8.5
W. A. Brierley	Midland	10.5
P. Southam	Four Counties	14.8
R. M. Johnson	Borders	28.8
J. N. Hine	Devon & Somerset	19.8
G. Russell	Wyvern	28.8
J. L. Rolls	Surrey & Hants	10.5
N. F. Stringer	Norfolk	17.7
D. G. MacArthur	Midland	4.3
Louise Coates	London	28.8
W. Bevan	Booker	28.8
G. W. Craig	Oxford	14.8
R. M. Wilson	Clevelands	14.8
M. T. Day	Lasham	10.8
C. A. D. Patterson	RAE Farnborough	11.7
V. S. W. Dawson	Bicester	28.8
C. D. Stanier	Hambletons	12.9
J. Clifford	Swindon	28.8
L. M. R. Stevens	Enstone	28.8
S. Biggs	Booker	28.8

GOLD C HEIGHT

Name	Club	1982
B. R. Forrest	Enstone	31.7
J. N. Kelly	East Sussex	8.9
P. Baker	Cambridge Univ.	14.9

SILVER C

No.	Name	Club	1982
6269	N. J. Sanders	RAE Farnborough	27.7
6270	J. Bailey	Kent	18.7
6271	B. F. Commercial	Essex & Suffolk	25.7
6272	P. C. Jarvis	Shalbourne	25.7
6273	C. A. Bernard	Chilterns	10.7
6274	J. White	Booker	5.7
6275	M. V. Billany	Burton & Derby	26.5
6276	Lindsey Astle	Coventry	10.8
6277	J. D. Baines	Aquila	29.5
6278	J. A. Carter	London	10.8
6279	G. V. Prater	Surrey & Hants	9.8
6280	J. Zealley	London	10.8
6281	J. Cook	London	10.8
6282	A. G. Jones	Lasham	10.5
6283	S. Commercial	Essex & Suffolk	25.7
6284	C. T. Cole	Yorkshire	10.8
6285	Dagmar Heller	Essex	11.8
6286	T. J. Marshall	Humber	14.8
6287	E. D. Herbert	Derby & Lancs	3.6
6288	A. Simmonds	Cambridge Univ.	14.8
6289	R. Cassidy	Tyne & Wear	14.8
6290	R. W. Talbot	London	14.8
6291	Susan Dall	Two Rivers	15.5
6292	R. G. Jackson	South Wales	10.8
6293	M. Stringer	Essex	14.8
6294	D. Standley	Two Rivers	14.8
6295	K. S. Matcham	Lasham	14.8
6296	C. R. Taylor	Bristol & Glos	10.5
6297	K. Somogy	Marchington	14.8
6298	P. Swoffer	Lasham	11.7
6299	M. T. Collins	Booker	10.8
6300	A. K. Brand	East Sussex	17.7
6301	M. G. Woollard	Bristol & Glos	14.8
6302	C. B. L. Freeman	Wolds	10.8
6303	M. J. Carey	Avon	21.8
6304	W. Nicholson	Southdown	21.8
6305	C. G. Williamson	Derby & Lancs	14.8
6306	B. Crowhurst	Peterboro' & Spalding	14.8
6307	J. J. Connolly	Ulster	7.8
6308	W. Bugh	Stratford	17.8
6309	S. L. Benn	Cranwell	28.8
6310	J. T. Ridgeway	Pegasus	14.8
6311	A. Richards	Kent	26.8
6312	R. C. M. Payne	Cambridge Univ.	21.8
6313	Pauline Day	Bicester	28.8
6314	H. G. Burkert	Surrey & Hants	28.8
6315	C. Simmonds	Cambridge Univ	21.8
6316	P. Stammell	London	28.8
6317	T. Tibbetts	Stratford	28.8
6318	M. P. Larvin	Blackpool	28.8
6319	A. M. Hooper	South Wales	30.8
6320	C. Joblin	Phoenix	28.8
6321	P. Whitehead	Shropshire	28.8
6322	Z. Kmita	Trent Valley	31.8
6323	J. S. Ellis	South Wales	28.8
6324	C. H. Freemantle	Cranfield	28.8
6325	S. Ludlow	Fenland	28.8
6326	C. Armes	Bristol & Glos	25.8
6327	J. W. Wren	Aquila	28.8
6328	B. W. Self	Norfolk	28.8
6329	T. J. Connor	London	28.8
6330	M. R. Farrell	Cambridge Univ	14.8
6331	H. W. J. Lucas	Cambridge Univ	14.8
6332	G. Horscraft	Essex	23.8
6333	M. J. Davies	Newark & Notts	28.8
6334	P. Atkinson	Phoenix	29.8
6335	D. J. Milmore	Devon & Somerset	28.8
6336	J. Arabian	Lasham (Esso)	28.8
6337	P. Chadwick	Staffordshire	31.8
6338	P. Lowe	Staffordshire	2.9
6339	D. C. Martin	Welland	28.8
6340	T. W. Fortuin	SGU	8.9
6341	D. Cheetham	Shropshire	14.8
6342	G. McKnight	Humber	11.9
6343	L. S. Parry	Aquila	27.7
6344	D. A. Rankin	Bicester	28.8
6345	W. J. Harvey	Surrey & Hants	15.9
6346	G. Bennie	Ouse	15.9
6347	R. G. H. Gordon	Fenland	27.7
6348	C. Putt	Oxford	4.9
6349	Susanne Bell	Cambridge Univ	28.8
6350	J. J. Harris	Avon	28.8

John Delafield **RICARDO AVIONICS** Dickie Feakes

for all your gliding equipment

Parachutes — we are agents for Peakin Enterprises
Back-pack parachutes from: **£275** (incl VAT).

Instruments — we are agents for Winter instruments and stock the main items in their catalogue including instruments for micro-lights and hang gliders.

Radios — we are the sole UK agents for Avionic Dittel GMBH, and can offer:



ATR 720A
£498
(incl VAT)*

Available from licensed production in UK



ATR 720B
£580
(incl VAT)*

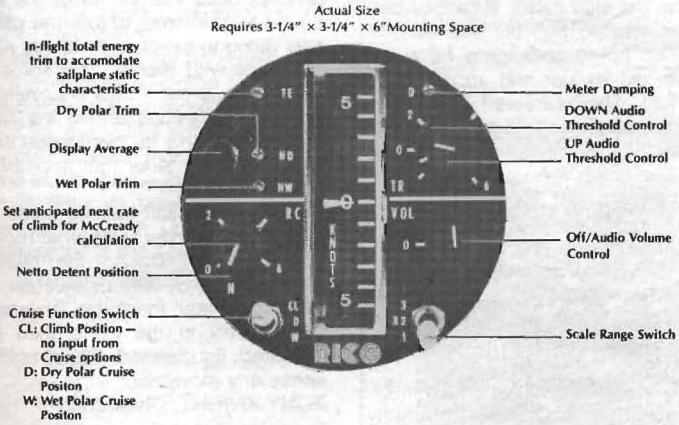


ATR 720
Ground Station
£678.50
(incl VAT)*

Plus our refurbished:
Pye Westminster
£149.50 (incl VAT)

**Prices valid until 31 Dec. 1982.*

Electric Variometers — we are the sole UK agents for RICO, whose variometers come in many versions, including ones with 57 mm or 80 mm round meters, but even the most basic RICO for **£244.95** (incl VAT) gives you: Vario, Averager, Adjustable audio thresholds, both Up and Down, meter scale change, variable damping, facility to fit remote meters, etc. The competition VACS or VAS system costs more, from **£392.15** (incl VAT), and looks like this:



Plus — you can have remote meters to give you continuous displays of all the functions.

Barographs — Replogle and Winter, the former having the advantage of being small, light and requiring no blacking and costing only **£189.75** (incl VAT)

Plus		
	Gell cells or Sealed Lead Acid batteries	**£16.50** (incl VAT)
	Chargers	**£19.50** (incl VAT)
	'Press to read' instrument panel voltmeters	**£11.50** (incl VAT)
	Boom microphones	**£25.30** (incl VAT)
	Magnetic base car aerials	**£22.43** (incl VAT)
	Oxygen systems, wing covers, etc, etc.	

Send for brochures and price list

John Delafield
Cotswold House
Mill Street
ISLIP
Oxford OX5 2SY
Tel: Kidlington (08675) 2357

Dickie Feakes
23 Orchard Way
Offord D'Arcy
Huntingdon
Cambridgeshire
Tel: Huntingdon (0480) 811931

Continued from p252

peared with the formation of CAA but we thought that the PAC meeting chaired by the CAA chairman had replaced it. This is now being questioned by CAA. We are of course contesting this and will certainly battle to ensure that we do have a really effective court of appeal. The war goes on.

This article can give no idea of the enormous volume of detailed hard work which airspace battles involve. Bill Scull has devoted most of his time over the last two or three months to this Scottish airways problem although there are many other important jobs demanding his attention. Even so, the progress achieved was only possible through the extensive time and effort (and expense) by voluntary officers — most notably David Walker but also Mike Emmett and John Holland. It is vital that we get the service of more good volunteers to acquire a little of the airspace know how and to monitor and fight for our gliding airspace interests. We need more "freedom fighters".

Continued from p255

Park, six miles east of Thirsk and 20 miles north of Yorkshire.

The club believe wave is always present at their site when the wind has a westerly component. They find it difficult to pinpoint the best time to visit Sutton Bank as notable height climbs are scattered throughout the year, but as a rough guide they are more consistently made in the spring and autumn though it is easier to thermal into it in summer. The most impressive climbs are an absolute height of 30 200ft on September 16, 1979 from the winch and a height gain of 29 500ft on June 16, 1976 from an aerotow.

Visitors are most certainly welcome and may fly their own or club gliders which at present are a K-8, Pilatus B-4 and Club Astir. The charges for these single-seaters range between £6 to £9. Launching is by winch and aerotow depending on conditions and the club naturally requires a suitable checking out procedure for inexperienced pilots. The winch fee is £1.60 and £6 for an aerotow to 2000ft.

There is a centrally heated modern clubhouse with excellent social accommodation and a licence, but prior booking is recommended for the two and four-bedded bunkrooms. Full catering is available during early spring to mid-autumn with self-catering facilities available during the winter. Visitors are welcome to bring tents and there are some pleasant caravan sites nearby.

* * *

This isn't by any means a definitive list. Wave is enjoyed at many sites, as a read through the club news section will often show.

Your Letters



WORLD CHAMPIONSHIPS FUNDING

Dear Editor,

Though occasionally wound up a bit by a letter or article in S&G I have never before been so angry as I was upon reading the outline budget for the 1983 World Championships in the October issue, p204. "Team uniforms, £1200." Read that again, slowly. One thousand two hundred pounds.

If anybody wishes knowingly to contribute to such madness there can be no cause for complaint. But we are all compulsorily contributing through the annual 50p levy imposed on every BGA member by the EGM in October 1981. That was done with absolutely negligible opportunity for consultation throughout the movement to find out if such a policy is acceptable. I bet not 10% of members knew anything about it.

I have looked in vain for a public announcement of this in S&G, apart from a brief but unspecified mention in the 1981 Chairman's Report. Nowhere in the pleas for money is there a mention of the £4000pa from this source. Perhaps it contrasts too obviously with the £1200 collected for the last Championships, possibly a realistic measure of its relevance to their own gliding as perceived by the majority.

We pay £2.00 per head towards the annual cost of running the entire BGA operation attending to the interests of all 8000 members. This is audited and scrutinised annually. Now that we have to pay a further 25% to help three pilots to fly for 1½ weeks per year we are entitled to expect equal scrutiny. If such blatant waste can be put forward with an apparently straight face, what other fat is there to be trimmed off that we don't know about?
JOHN GIBSON, **Lytham St Annes.**

Mike Pope, British team manager, replies: The British team is representing Great Britain and should be dressed in a smart uniform as are all other teams. My outline budget of £1200 to equip 16 members does not seem high at £75 each. I wonder when John Gibson last bought a blazer and pair of trousers? I should mention that Mike Carlton gave the entire uniform for all members of the 1981 Championships team. Budget nit picking is easy. Constructive suggestions on fund raising is harder and welcome.

FLYING AT ENSTONE IN THE 1960s

Dear Editor,

Enstone Eagles GC (operating from Enstone Airfield, Oxfordshire) are currently negotiating for a long lease of our site on the airfield and to this end need to establish that we have the necessary planning consent by virtue of the long usage of the airfield for gliding.

We urgently require evidence of gliding at Enstone in the early 1960s, particularly in 1963 and 1964, and should very much like to hear from anyone who then flew at Enstone or has any other information. Please contact Stephen Williams at the Control Tower, Enstone Airfield, Nr Enstone, Oxfordshire.
STEPHEN WILLIAMS, **committee member.**

GLASFLÜGEL SPARE PARTS

Dear Editor,

On my recent trip to Segovia I pranged my Mosquito (Spanish fields are sometimes not what they look). It was nothing serious, a ripped undercarriage door and scratches, but I was naturally anxious about spare parts now that Glasflügel are no longer existing as a company.

I need not have worried. Chiltern Sailplanes have a full supply of spare parts for all types of Glasflügel gliders through their contacts in Germany and this supply is assured, which is good news for all owners of Glasflügel gliders.
HERBERT OBER, **Norwood Green, Middx.**

THINGS AREN'T ALWAYS WHAT THEY SEEM!

Dear Editor,

The recent correspondence on suitable apparel for glider pilots, together with the elegant picture in the last issue, p231, brings to mind an episode at Dunstable some years ago.

At that time there was a didicoit (gipsy) camp opposite the club gates. Relations between us were not too bad but one Sunday afternoon three bored teenagers from the camp stole an old banger and appeared on the gliding field. They careered round and round, bringing operations to a complete halt, until eventually their vehicle ran out of petrol or otherwise broke down in the vicinity of the winch launch point.

By the time the police arrived the teenagers were surrounded by a milling crowd of excitable glider pilots. The sergeant in charge, looking somewhat nonplussed, said to Martin, the club steward, "which are the culprits?" Martin replied immediately "the three respectably dressed ones."

There were no further problems in identifying the miscreants who were promptly arrested.
PATRICK GEORGE, **Dunstable.**

WHATEVER HAPPENED TO THE INCLINOMETER?

Dear Editor,

When I was making up a new instrument panel for my Phoebus 17c recently, a kindly club colleague gave me a PZL inclinometer he had acquired and for which he had no use. Since the new panel, with reduced leg arches, had space to spare I fitted it and have been much enjoying its company since.

I had never flown with an inclinometer before and have seen the instrument fitted only very rarely in the UK, which leads me to ask why it has gone out of favour here. Or, indeed, was it ever widely used?

It's a marvellous device and I can't imagine why there isn't one in every sailplane. I don't have an artificial horizon, only a T&S indicator — for which the inclinometer is a very effective supplement aiding speed control when flying blind. As fitted, with normal cockpit loading and in still air, 2° down gives me the polar Min sink speed; −4° and the Phoebus settles at best L/D. If the fluid level is anywhere above the 0° datum watch out as, ultimately, you're bound to stall. With an inclinometer you can nail the speed you want very quickly without under- or overshooting on the ASI.

I have never been fond of artificial horizons and with a good T&S combined with an inclinometer, can see no case for fitting one at all. The inclinometer may be an aeronautical dodo but, in my view, it deserves a speedy rebirth.
BOB RODWELL, **Belfast.**

DIVE BRAKES SHOULD TEND TO STAY CLOSED

Dear Editor,

I can think of a few reasons where biased to closure airbrakes may be a little inconvenient. (See letter in the June issue from Brennig James, "A case for fitting springs", p 144.) Parking is one example — especially if the purpose is also to apply the coupled wheelbrake. It would entail securing the lever in some way.

There is also the case of loss of control during cloud flying, when it is comforting to be able to deploy airbrakes knowing they will stay open. Should the worst happen and we need to abandon the glider, with the spring close concept once you let go of the brake lever during your attempt to exit, the glider is probably going to increase its speed alarmingly.

I agree with Brennig that some gliders do have weak locks — this is usually brought to the pilot's attention during the type conversion. Should this be overlooked then be suspicious of any glider that appears to have a soft lock.

During my initial training some 25 soaring seasons ago, I was given what I consider to be sound advice. During the take-off stage, whether it be by wire or aerotow, place your free hand near the cable realease knob — once safely in the climb then place your clenched fist **behind** the airbrake lever to sense any movement.
TONY KNIGHT, **Cheshire.**

KRONFELD'S SILVER C

Dear Editor,

The mystery of how Robert Kronfeld was deprived of the honour of being the world's No. 1 Silver C pilot is brought nearer a solution in the March/April *Planeur,* edited by Ary Ceelen at Eindhoven in Holland. Much of the evidence comes from the journal *Flugsport,* started in 1908 (a year before *Flight* and two years before *The Aeroplane*) by Oskar Ursinus and published at Frankfurt am Main. It was he who started the annual meeting on the Wasserkuppe mountain with the idea of developing soaring flight as a substitute for the treaty restrictions on areoplanes.

At first the only certificate issued was for a 30 seconds glide: then the B and C were added. But by 1930 long distances and great heights were being achieved, so the "C badge with silver wreath" was instituted, shortened (I

believe first by S&G) to "Silver C" though the French called it a "D".

The institution of this badge was first announced in *Flugsport* for February 4, 1931, whence it was copied into S&G for April 3, 1931 (p242), with a statement that Robert Kronfeld and Wolf Hirth (mentioned in that order but with no numbers attached) had already qualified. The editor, Thurston James, added some patronising words about our own best pilots, putting them before my signature instead of after it (I only had an A).

To show that Kronfeld made the qualifying flights before Hirth, *Planeur* gives them:

Kronfeld: 7hrs 54min on 14.8.28 at Wasserkuppe: 102.2km on 15.5.29, Bergshoverde, Horn: 2025m on 20.7.29 in Wien.

Hirth: 7hrs 7min on 27.7.30 at Elmira, USA, 53km on 4.10.30, Elmira, Apalachin.

In the February 1934 issue of S&G an editorial article on the Silver C included a list of the first 18 holders, taken from *Flugsport,* in which no numbers are allotted to the names, but Kronfeld appears first and Hirth second, though Hitler with his racial policy had already been in power for over a year, and because of it Kronfeld was not allowed to fly in Germany.

The next list of Silver Cs in *Flugsport,* published on March 4, 1936 but not reproduced in S&G, gives the first 200 Silver Cs and allots numbers to them all, starting with No 1 Wolf Hirth and No 2 Robert Kronfeld, both being dated 15.4.31, the date when the badge started being awarded. Wolf Hirth's advanced textbook, which gave the official Silver C list with this revised order, did not go to press until March 1938, so he cannot be accused of changing these numbers.

Ceelen publishes a photo of an actual certificate issued to Wolf Hirth, calling him No 1, giving his performances and signed Georgii. A similar certificate, earned by John Neilan (No 774) is illustrated in S&G for June, 1962. Both use the same words, giving the pilot's performance, but in different print type; pre-war Silver Cs were issued in Germany by the ISTUS, predecessor of the post-war OSTIV.

A. E. SLATER, **Cambridge.**

PARACHUTE FOR PILOT AND GLIDER?

Dear Editor,

Having read the BGA Accident Summaries in recent issues I do sometimes wonder if an effort is really made to improve our safety. Without doubt bad airmanship is the largest cause of these accidents and publishing them is probably the best way of getting this across, combined with a high standard of training, but surely more effort should be made for greater safety in the design of gliders.

I'm sure that if the accidents over the last few years were studied carefully improvements could be made. I feel, for example, that consideration should be given to fitting a parachute which will bring down both the pilot and the sailplane in an emergency instead of the pilot wearing a parachute and hoping he can bale out. While the current cockpit design is comfortable it isn't the easiest to get into or out of. Should one be injured in a collision, the most common cause to bale out, could one get out? Test yourself in your own sailplane on the ground and see if you can get out of it by using only one hand.

I feel that a properly designed emergency parachute should be a standard fitting for all gliders which would give added safety in collisions, structural failure or if the pilot was taken ill. Whilst these accidents are in the minority they are the ones which normally cause fatalities.

The July issue of *Soaring* reports on a home-built sailplane which had a structural failure at 800ft. The kind of emergency parachute I'm advocating was deployed at 600ft and both the sailplane and pilot landed safely. Would the pilot have survived if he had baled out?

I hope this will provoke some discussion and then perhaps designers will realise that performance, while being important, is only part of what we need when buying a glider.

GERRY LEAT, **Honiton, Devon.**

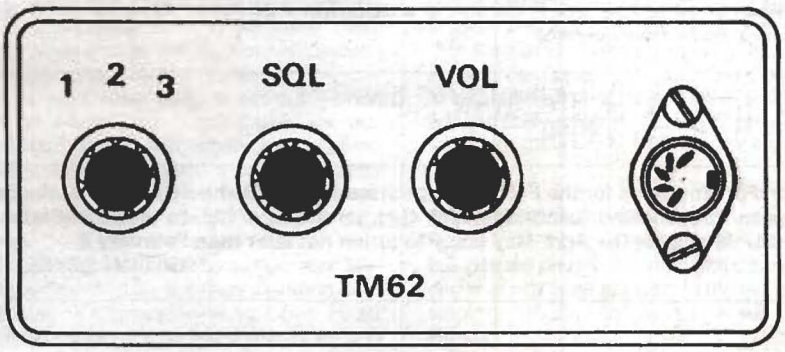
NORFOLK GLIDING CLUB

Bronze or Silver 'C' to P.P.L. (SLMG). Courses January to April. Small groups. C.A.A. instructors, also practical Super-Falke field landing training.

Course and Task Weeks to cater for the beginner — holiday maker and Diamond seeker. May to October.

Safe site — big fields — friendly club — full accommodation — licensed bar.

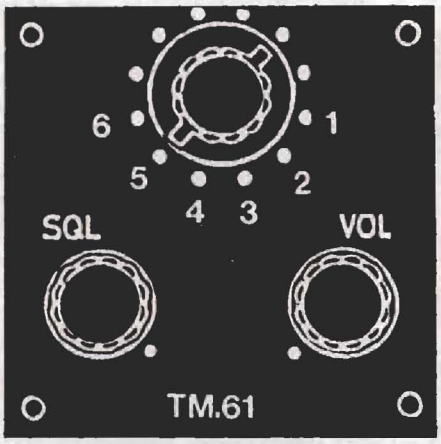
Write to the C.F.I.
Roy Woodhouse
Oak Cottage
The Hill, Long Stratton
Norwich NR15 2AH
Tel: Long Stratton 31406



TM.62 Ground Set

Fitted with 129.9, 130.1 and 130.4. 5 watts output. Size 2⅛ x 5 x 8½".

Price £195 plus VAT



TM.61 Glider Radio

Output 1.8 watts at 12.5 volts. Size 2½ x 2½ x 7½" long, up to 6 Channels, normally supplied with 130.1 and 130.4, complete with hand-held mike (or Swan-neck boom mike, optional extra at £20), speaker and wiring harness.

Price £180 plus VAT

C.A.A. welding and re-sprays. Repairs to wood, glass-fibre and steel tube machines. Stocks of most materials for repairs and re-builds. Wide range of instruments in stock. Barograph and A.S.I. Calibration.

London Sailplanes Ltd.

Tring Road, Dunstable, Bedfordshire Telephone Dunstable 62068

U.K. Agents for Tost and A. Schleicher
Open Monday to Saturday 9.00 am to 5.30 pm



HRH Prince Michael of Kent prior to his flight in a Janus with Paul Steiner during his visit to Bicester in September. Photo: Barry Downes.

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 0223 247725, to arrive not later than November 30 and for the April-May issue to arrive not later than February 8.
October 6, 1982 GILLIAN BRYCE-SMITH

AVON SOARING CENTRE (Bidford Airfield)
Doug Venning has completed his Bronze C after a previous attempt ended at 59min. Alan Dixon and Peter Mutter have gone solo and Alan, Tim Harrison and Colin Jeffrey have gained Bronze legs. Congratulations also to Doug, Jeromy and Dave who converted to the Cirrus in the same week.

Phil Jones flew a 300km triangle in August on his first attempt, Andy Fleetwood managed 288km and Mike Hackett flew his Bergfalke 65km to Husbands Bosworth for Silver distance.

Mike Young climbed 5900ft in wave to complete his Silver C, making him our second 16 year-old to do so this year.

The Blanik got to 6300ft in wave on August 29, flown by Steve Jones and yours truly, and Dave Benton (Nimbus 2) reached 12 000ft.

BBC TV have recently been filming at the club for their "Midlands Today" programme. The Janus and a Cirrus were taken on an expedition to Portmoak in early October.

D.J.C.

BATH & WILTS (Keevil Airfield)
We were pleased Andy Davis won the Standard Class Nationals. Stuart North and Bon Bromwich also competed and had some good flying.

A very successful course in superb weather was run for 12 *ab-initios* in July and we gained a few new members.

Nick Judge, who went solo on his 16th birthday in August, is our youngest solo pilot. He flew his first Bronze leg a few days later.

A small party are going to Aboyne in October and a larger group to the Long Mynd.

J.L.

BLACKPOOL & FYLDE (Chipping)
F. Gill (K-6), F. Chadwich (Fauvette), J. Richardson (Oly 2B) and S. Billington (K-6) have their five hours and W. Baldwin (Oly 463), R. Wooler (Skylark 3) and M. Larvin (Skylark 4) have flown Silver distances, the latter two to complete their Silver Cs. It does illustrate the growth of the club since moving to our present site ten years ago. Then we had two privately owned machines and now it is 12. Congratulations also to Val Howells, S. Wilkinson and D. Geddes on going solo.

Unfortunately the SD-3 attempted to demolish several boulders on a hillside landing and the B-4 took three feet off a hedge, and most of its starboard wing.

J.T.

BORDERS (Milfield)
This summer we have started successfully operating a tug which has opened up many possibilities and attracted some new members. Robin Johnson gained a Gold distance and Diamond goal in his K-6CR during the Enstone Regionals.

The Skylark is back after its bump and the T-21 and Tutor are up for sale, hopefully so that we can buy a K-13 to match the Bocian.

F.W.

CAMBRIDGE UNIVERSITY (Cambridge and Duxford)
We finished top overall in the Inter-Club League final round at Tibenham to qualify for the national fly off against the other regions at Booker. A fine flight by Mike Smith (Skylark 4) helped us to equal third place with Essex GC the winners.

A large contingent went on the fortnight's camp at the Mynd but were not as fortunate with the weather as the expedition to Aboyne where "off the clock" wave gave Gold heights to Martin Whitehead and Peter Baker. On several days 20 000ft climbs were possible.

Aerotow and winch launches are up to expectations though pupil numbers are rather low, however we are hopeful our October open day will attract some new blood.

P.E.B.

CORNISH (Perranporth)
We welcome Brian Penrose as CFI and Pete Arthur as DCFI and say a heartfelt thank you to our retiring CFI, George Collins, and his deputy, Ron Brewer.

Congratulations to Dave Hughes on his Silver height, Ken Reid and Doug Snape on their Bronze Cs, Doug also getting his duration, and to Pete Arthur, Brian Farrow and Brian Penrose on going solo on the Falke.

The K-13 was badly damaged in August but thanks to our resident course instructor, Don McQuillen Wright, we shall finish the course season without detriment.

The PIK 20D had its annual visit to Lasham with some good flying by Denis Jenkin and Arnie Lamb.

Our bar has been refurbished and our thanks to the team involved.

W.B.W.

COTSWOLD (Aston Down)
Tim Macfadyen's task week was won by Stuart Evans with Geralyn Macfadyen second and Richard Furley and Geoff Cumner joint third. Tim Bennett achieved Silver distance and duration during the week. The *hors concours* was won by Tim.

Congratulations to P. Costic, J. Moore, D. Hird, G. Wake, and H. Willis on going solo and to S. Bodjukeweizc, E. Illett, D. Bird, and P. Marsh on completing their Bronze Cs. Tony Parker and Mike Pirie are now instructors.

P.K.

DERBY & LANCS (Camphill)
Congratulations to Ian Scott on going solo and to Chris Williamson on his Silver C. The Inter-Club League final was at Kirton and, despite some excellent performances, we came second.

Dave Smith, Chris Worthington and Alan Roberts have become instructors. They are most welcome as recruitment has started to pick up again after a fairly slack period.

On the cross-country front, the lead is held by the K-6CR syndicate who disappear at the first sign of thermals and often outpace the glass-fibre machines. Equally encouraging is the resurrection of the Std Javelot syndicate, the glider having been splendidly refurbished.

A.M.

DEVON & SOMERSET (North Hill)
Crowning achievement of the season was Julian Hine's Gold distance. With family "trailing", he set out on holiday by air for Cambridge *via* Ely and landed his DG-100 at Marshalls. Later his partner, Tim Gardner, flew a 300km O/R.

Chris Dobbs (Skylark 4) attempted an O/R to Lasham and Jo Acreman (K-6CR) flew Silver distance. John Parker and Derek Webb visited the Midland GC with their Oly 463 and both flew durations, John also getting Silver height.

Our second task week was an L-Spatz

revenge! Mindful of his mishap in the first task week and helped by the handicap, Albert Bourne returned to win the week. There were four tasks and 17 gliders competing. The enjoyable week finished with a splendid party.

Sadly a field landing incident claimed a K-6E but the pilot was unhurt. The other K-6E was reported by the press as crash landing — how do we put field landings across to the general public?

Stocktaking is with us again. An odd year in retrospect; however we are solvent and are flying.

I.D.K.

DORSET (Old Sarum)

We have been here a year now and while limited to winching only, members seemed to have enjoyed it and we have had some newcomers from the Salisbury area which has more than compensated for those lost through our enforced wanderings.

We are still negotiating with the Edgeley Aircraft Co for a long lease to give us security — our thanks to Geoff Warwick and his negotiating team for their efforts.

Ray Witheridge, CFI, arranged a task week at Henstridge, our previous site, in September and it was good to aerotow again. It was especially appreciated by our *ab-initios* who had only winch launched.

Our club Swallow has been sold to an internal syndicate. Congratulations on going solo to Neal Davidson, Barry Burke, Steve Davies, Mike Watt and Roger Bryan. Ken Thomson, Pete Rosenfeld and John Goddard are new instructors.

Our winching system is now operating on 129.9MHz R/T and visiting pilots can call in prior to landing — note, southerly circuit for gliders.

C.A.W.

EAST SUSSEX (Ringmer)

Another successful course for *ab-initios* was held by Ian Agutter with Danny Neely and Andrew Twort going solo. Richard Gunston went solo shortly afterwards. Congratulations to all.

For the second time in 12 months the tug undercarriage collapsed on landing. Fortunately the pilot was unhurt.

Our gratitude goes to Fred Wiseman, CFI of Ridgewell Oatly GC, for repairing our trailer damaged during a retrieve of one of our members who landed at his club.

Lasham won the "booze" competition at the 11th hour. Whoever possessed the bottle of Glenfiddich on September 19 kept it.

M.C.

ENSTONE EAGLES (Enstone Airfield)

Old Enstonians will be pleased to hear that it is all going up here except for costs which stay the cheapest anywhere! We have had 18 first solos this season. Messrs Cox, Skinner and Sparkes have completed Silver Cs, and Messrs Dixon and Giles, among others, have added Diamond goals to their achievements. A successful spring open day guaranteed much good PR with the locals. Our Regionals were an outstanding success with total cross-country kilometres equalling more than half the earth's circumference: we look forward to seeing all our friends again next year.

The achievement of the year must be Martyn Wells' win at Dunstable. We are more proud and pleased for him than he is of himself. He seems to think that winning the Nationals is normal behaviour.

L.S.

ESSEX (North Weald)

This has been a newsworthy summer with big changes under way and a better than average season with more than 25 000 cross-country kilometres.

In June we lost our hangar in a fire which consumed the whole vast building in a short space of time. (We rented a small section at the end, the rest being filled with hi-fi accessories. Fortunately all the gliders were out flying and an incredibly brave team, headed by Peter Manley, rescued the tug seconds before the hangar doors collapsed.

The committee, headed by Mike Audritt, have negotiated a new lease which will allow us to build our own hangar near the clubhouse and there are plans to move the trailers and workshops so that all the facilities will be concentrated in one area.

Our courses have been a sell-out — our thanks to Lionel and Carol Callow for the organisation and to Ian Smith, our resident instructor. We have waved a sad farewell to Ian and Judy who are off for a season in Australia. Two new K-13s are expected any day now.

We welcomed members of our German sister club who came for a fortnight's camp during August. Congratulations to Chris Head and Vincent Earl on their Silver distances and to Jon Ward and Peter Gill on Gold distances and Diamond goals.

The Inter-Club League competitions have been most enjoyable and our thanks to Saltby, Coventry and Dunstable for their hospitality and participation. We were proud of our team which represented the Eastern League in the finals, led by Mike Jefferyes whose energy and enthusiasm inspired their victory.

S.C.

ESSEX & SUFFOLK (Hadleigh)

After the successful Easter expedition to Portmoak there is another visit this month. There have been more cross-country attempts this season, perhaps encouraged by the ever-lengthening club ladder. Flights ending with the words "oh sod it" have been acknowledged by the Sodit trophy, awarded quite regularly.

Congratulations to David Ringrose on his Bronze C and conversion to the B-4 and to Gordon Chalmers and David Odhams on converting to the K-6.

Our club K-7 is being refurbished by Ralph Brooker who has loaned us his K-2 to keep us fully operational — many thanks.

Air experience flights at Ipswich airport in the summer were most successful.

R.C.A.

HAMBLETONS (RAF Dishforth)

We have a number of new members flying enthusiastically despite the absence of Blanik 598 with a collapsed undercarriage.

Eamon Williams has gone solo after many years away (he was too young before); Tony Bower has soloed; Clive Stainer has Gold height and Ray Whitham has taken his B-4 on what is believed to be its first 300km.

In August we were shocked to hear of the sudden deaths of Ken Targ and Ray Miller, longstanding members whose cheerful faces will be sadly missed. Our sympathy to their families.

J.P.

HEREFORDSHIRE (Shobdon Airfield)

Rhoda, our intrepid aviatrice and authoress, has passed on her club reporting duties to BH, and was last seen skipping to the launch point singing "thank heavens". Many thanks Rhoda.

This summer has been superb compared with last year's with good flights too numerous to report. But our tug pilot, Dennis Johnson, zoomed to 10 000ft in his Libelle on a day he thought was only good enough for test flying his machine.

The courses have finished and our congratulations to Julian Hodges who went solo after just two week's progressive flying. Our Sport Vega is proving very popular.

B.H.

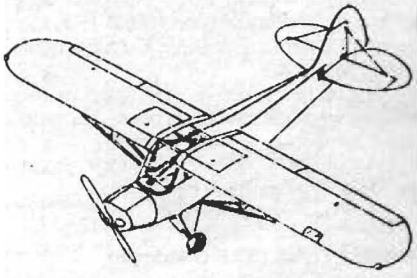
LAKES (Walney Airfield)

A Jodel *en route* from Dundee to Manchester was delayed by strong winds and landed at nightfall on our PPO airfield, operated by British Shipbuilders. The pilot, Xavier Lauras, and

A group of the Essex GC team who won the Inter-Club League final.



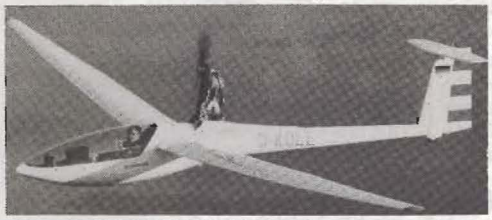
TUG SERVICING



100 hr INSPECTIONS
ANNUAL CHECKS
C of A RENEWALS

BOWKER AIR SERVICES LTD
Rush Green, Hitchin, Herts
Tel. 0438 55051

Glaser-Dirks DG-101, 202 and 400



ALL GLASS FIBRE TRAILERS NOW AVAILABLE
DM 7000 — INCLUDING FITTINGS

101 and 202 IMPROVEMENTS ARE

1. Single piece canopy
2. Automatic self-connecting elevator
3. Sprung undercarriage
4. Kestrel type spring trimmer
5. Wheel brake on air brake lever
6. New console nearer to pilot
7. Brake and flap levers nearer pilot
8. Water ballast new valves auto connect

D.G. 400 RETRACTABLE POWER PLANT SAILPLANE

NEW STANDARD CLASS RACER

DG 300. 15 metre.
In production 1983.

NEW TWO SEATERS

DG 500.
From Club Model to 22 metre flapped self launching two seater.
In production 1984.

AUSTIN AVIATION
Sole Glaser-Dirks UK distributor
122 MAIN STREET, STILLINGTON, Nr YORK YO6 1JU
Telephone Easingwold 810255 24 hr. Ansaphone. Only takes 30 sec. message

For repairs contact
R. L. McLean
Tel. 0302 535861

AMF ENTERPRISES

'YOU'VE GOT TO HAVE STYLE'

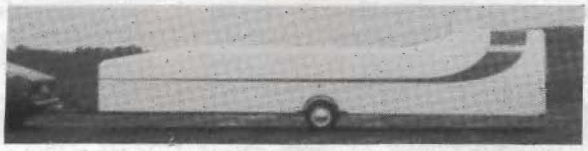
Without doubt the most established and experienced glider trailer manufacturers in the UK

Most clubs buy AMF

Over 90 built to date

Talk to any AMF trailer owner before you order

The best value for money



YOU KNOW WHAT YOU'RE GETTING WITH AN AMF TRAILER

Call in, ring or write for details

MEMBURY AIRFIELD, LAMBOURN, BERKS
0488 72224

GLIDER INSTRUMENTS

Approved agent for PZL and Cambridge instruments, sales and repairs
Now Sole Agents for Ball variometers
Barographs calibrated

M. G. Hutchinson
5 Glendevon Road
Woodley
Reading, Berks
Telephone 0734 696491

STORCOMM

TWO-WAY RADIO

TR7603 Air Set **TR7804 Vehicle Set**

Each set fitted with all four gliding channels 130.4, 130.125, 130.1 and 129.9.
'Volmet' 128.6 optional on channel 4.

- ★ Full power transmitter with excellent speech quality.
- ★ Highly sensitive and selective receiver works both distant and close range.
- ★ Extremely rugged and reliable.
- ★ Full back-up service and spares available.
- ★ CAA and NATS approved.

All radios supplied absolutely complete with easy fit connectors and all fittings.

Detailed information, prices and full Technical Specifications FREE from

George Storey Tel. 09327 84422
H.T. Communications
P.O. Box 4
SUNBURY ON THAMES
Middlesex, TW16 7TA

CONVERT TO POWER
THREE COUNTIES AERO CLUB LIMITED

Blackbushe Airport, Camberley, Surrey
(ON A30 TRUNK ROAD 45 MINS. FROM LONDON)

Special Courses for Glider Pilots to obtain
Private Pilot's Licence
Bronze C and Silver C Conversion Courses
Normal Courses for Pilot's Licence
Night Flying – Instrument Flying – R/T – Aerobatics
Simulator Training
Flying Instructor Courses
C.A.A. Approved Courses 38 hours
Licensed Bar. Diners Club Credit Cards accepted
Barclaycards and Access accepted

CFI Laurie Adlington YATELEY 873747 (Management) 872152 (Operations)

his sister Stephanie were taken away by the police for questioning but soon released to enjoy the overnight hospitality of our club.

A crop of thermal days have been well used by the Astir and Kestrel. Neil Wilson has gone solo and Keith Butterfield gained his Silver height in wave with a climb to 11 200ft.

E.K.

LONDON (Dunstable)

Boring white GRP gave way to a technicolor fleet of wood and fabric gliders during the Vintage Glider Club's Rodi Morgan memorial rally we hosted in early September. The week was pronounced a complete success by their president, Chris Wills, at the closing dinner.

Louise Coates gained her Gold distance and Diamond goal on August 28 and a fortnight earlier Mike Thick flew the Scud 2 in wave to 4500ft and then got into cloud. He reports that stereophonic flying wires are a good substitute for a T&S in an emergency, but this technique can't be recommended to the fainthearted.

Our last K-13 has been replaced with a third K-21, thus standardising our two-seater fleet on this type.

D.S.

MIDLAND (Long Mynd)

We have won the Rockpolishers Inter-Club League. Jeff Rowson's flight was particularly valuable to us. All our pilots completed the task at the finals at Booker and Peter Taylor had a fun flight in the club K-8, got mixed in with the Regionals and managed a creditable Silver distance with an O/R to Membury.

We had plenty of competition days in our task week. On one day, half the fleet attempted the task in wave and the rest in thermals. Two days had 300km triangles set enabling Malcolm Allan to gain his Diamond goal. Chris Alldis captained one of the club K-21s around all the tasks, finishing third overall. Early cross-country pilots shared P2 in the K-21 and found this form of advanced training invaluable and great fun. Bob Nicholls (Cirrus) flew consistently to second place. Our congratulations to Trish Watson who had some fine flights and takes the first place trophy again to Lasham.

M.D.A.

NENE VALLEY (Winwick)

We have expanded and the club fleet now consists of a T-21 and a K-2, the latter being resprayed as our winter project.

Congratulations to John Styles, Eric Cunnington and John Young on going solo and to Ted Booker on soloing in his K-7.

J.S.

NEWARK & NOTTS (Winthorpe)

August 14 was a superb day with high rates of climb and even the Tutor, flown by Bob Patrick, stayed up.

We now have a hangar and the clubhouse is near completion. The Capstan has been replaced by a K-7.

A flying week in August was poor but John Hopkinson, Denis Hodgson and Tony Everson went solo, Mike Davis flew Silver distance and Roger Stendall gained his Bronze C. Congratulations to them all.

D.P.

NORTHUMBRIA (Currock Hill)

This has not been a notable period, but we have had some wave and one or two good thermal days. Tim Jenkinson and Peter Bell have just gone solo.

The army has now finished widening our aerotow strip. Although this has only given us a third more land, it has effectively doubled the area available for flying at the top end and should more than double our speed of operation, particularly when flying from the west end.

J.W.

OUSE (Rufforth Airfield)



The hangar will soon be in use, the new access road is usable and the foundations have been laid for the toilet block. Through voluntary efforts the hangar has cost us a third of the commercial price with an estimated saving of £8000.

While we have kept a low profile for the last year while facilities have been completed, next year will see a recruitment drive with the club offering facilities, security and a great deal of potential.

Several members visited Portmoak in September and Adrian Kenny, Richard Stembrowitz, Richard Thompson, Alan Mothersdale and Graeme Bennie managed durations, Graeme completing his Silver C. Mark Shuttleworth (Sport Vega) was just 50ft short of Gold height.

Will visiting pilots please note that we only own the NS runway — some of our neighbouring farmers are hostile.

S.R.L.

OXFORD (RAF Weston-on-the-Green)

The summer has been notable for first solos with two in the air at the same time on one day — Chris Bowyer and Simon Fathers. Willy Daser and Gary Harkness have also recently soloed. With this increase in solo membership it is unfortunate the K-8 is out of service for re-covering.

Gordon Craig (Cirrus) has his 300km after at least three attempts. Recent expeditions have been to Shobdon and Talgarth.

P.H.

PETERBOROUGH & SPALDING (Crowland Airfield)

Plans for the re-organisation of our airfield have now been agreed. Whilst we are losing a large corner of the field, we shall retain both runways in their existing format, and have the benefit of 600 less sheep, which will mean safer operations and cleaner gliders!

Cross-country flying has at long last become the norm rather than the exception, with several thousands of kilometres flown from a site which many pilots think is too close to the Wash to be soarable. Congratulations to David Johns and Dave Crowhurst on completing their Silver Cs and all the others who flew Bronze and Silver legs this season.

One of our priorities next season will be to increase the number of instructors. Being a wholly aerotow club, the strain on those who are both tug pilots and instructors is intolerable. However we hope to get four through the course next season, and two more to a full Cat rating.

M.C.

RATTLESDEN (Rattlesden Airfield)

Ken Stewart, the new national coach came for the first three days of our September flying week and brought the K-21 which gave many of us our first taste of glass. The week's weather was indifferent with about three useful days but we did have the largest complement of gliders ever assembled here.

Pete Wilby of Essex & Suffolk GC brought over a tug and an ASW-19 and his colleagues a Fauvette, B-4 and K-6E. Our thanks to them for their assistance in running our week. Humphrey Chamberlain arrived with his LS-4 and introduced the club to its new purchase, a K-6CR. Mike Arnold flew Silver distance, Rob Smith, who did his Silver distance some weeks previously, fitted doors to the hangar and Joan Boulden went solo.

D.H.

ROYAL AIRCRAFT ESTABLISHMENT (Farnborough)

Now that the SBAC airshow is over we are back at Farnborough having enjoyed two months' hospitality at the Kestrel GC. Although the future of the airfield is uncertain, we are hopeful we will be allowed to continue operating here.

We were shocked at the tragic collision at the Inter-Services Regionals which killed Andrew Rowles and Raymond Hutchings. Andy joined us when he came to RAE as an avionics apprentice having gone solo with the ATC, and was a popular and capable member who was proud to represent us at this Regionals.

He had shares in a Lasham based K-6CR in which he completed his Silver C this season. I am sure he will be missed by his many friends.

C.P.G.

SHALBOURNE SOARING GROUP (Nr Hungerford)

We are busy with maintenance — the clubhouse has been painted and the roof and concrete flooring are almost complete, thanks especially to John Price, Pete Ferryman and Richard Swallow.

The replacement K-7 is easing the burden on our other one, both busy with the influx of new members. The privately owned fleet is growing with a K-6CR the latest addition.

Congratulations to our new assistant Cats, Jane Nash (our first female instructor), Ken Porter and Bill Cook; to Dave Gidney on his Silver height and duration and to Phil Clayson on Silver distance.

J.S.

SOUTH WALES (Usk)

Bob Voyce and Bob Jackson completed Silver Cs, the latter with a distance of 160km from North Hill to Lasham followed, unfortunately,

by a 24hr problem retrieve when even the car broke down.

Dave Jobbins made a good Gold attempt, Justin Fitzgerald soloed on his 16th birthday and Jane Chicot went solo too, following in new husband Louis' footsteps.

We now have an RF-5 flying on site and we recently enjoyed a well-attended dinner-dance, organised by Corinne Westacott.

E.M.P.

STAFFORDSHIRE (Morridge)

Inter-club activity has reached new heights with instructor Peter Lowe and Peter Chadwick completing their Silver Cs in their Olympia 2B at the Mynd, Peter Coleman gaining two Bronze legs at Chipping in the Swallow, Tony Boyce converting to the Astir at Weston on the Green, Ken Lane and David Thorpe flying a K-6 and a K-8 at North Hill, Graham Wharmby and Keith Hancock aerotowing in a Bocian at Husbands Bosworth and David Thorpe attending the instructors' course at Lasham.

Keith Ward has his Bronze C and converted to the K-18, Graham Wharmby has gone solo and converted to the K-8 and David Ruttle soloed with the ATC at Ternhill in a motor glider and re-soloed in our K-13.

We have acquired another Fergusson tractor complete with hydraulics and brakes. A sponsorship scheme is to be introduced whereby club members "adopt" a piece of ground equipment or machinery.

Our K-8 is back in operation after its repair and C of A ready for the Portmoak wave camp. Our autumn social is in November.

P.F.

STRATFORD ON AVON (Long Marston Airfield)



Vivian photographed by Allan Wright.

Our first junior member, Vivian Wright, went solo on her 16th birthday and has converted to our K-8 with a special flying Tuesday put on to mark the occasion. Congratulations also to Ian Taylor on going solo and to Martyn Davies who achieved Gold distance, both earlier in the year.

Several members went to the St Auban gliding centre in France with Peter Gaunt gaining a Gold height to complete his Silver C.

Our first Christmas party will be in early December.

H.G.W.

SURREY & HANTS (Lasham Airfield)

Although August was generally below par, several good days appeared at weekends. Saturday, August 28, was probably the best day of the season — Dave Nunn (LS-4) and Jeff Smithers (ASW-19) gained Gold distances but Dave Lewis (Mosquito) was unlucky with his photos. More ambitious pundits included Chris Starkey (Kestrel) flying 510km O/R, John Taylor (ASW-20L) a 508km triangle for his Diamond and Doug Walker who landed out at Newbury as darkness fell!

On the same day Chris Wallis and Rod Matheson flew K-8s to South Marston for Silver distance, got the green forms signed then flew back. They had to — there's only one K-8 trailer!

As I write a convoy of trailers heads north for Portmoak for our annual wave expedition.

R.P.

VINTAGE NEWS

This year's Vintage Glider Rally, at the London GC from September 5-11, was announced as the "First Rodi Morgan Commemorative Rally" in memory of the vintage enthusiast who subsidised the International Rally when it was held at Dunstable, and whose magnificently restored Rhönsperber, on which he had spent 3000hrs, was present in addition to the 26 official entries, though it was only allowed to make one flight at the opening ceremony.

All the entries were of either British or German design except for a Swiss Moswey 4 (Ted Hull), a French Breguet 905 Fauvette (F. Woodcock) and a Polish Bocian (Martin Breen). The oldest was a 1932 Scud 2, restored by Michael Thick and Peter Bourn.

PIGGOTTS

Windcones made in Ministry of Defence hypalon and also in nylon and cambric.
Landing Marker Sets in bright orange.
National, Advertising Flags and Banners.
Canvas Covers for all requirements.
Flagstaffs supplied and erected in Steel, Aluminium, Fibreglass and Timber — suitable for Windcones.

PIGGOTT BROTHERS & CO. LIMITED
Stanford Rivers, Nr. Ongar, Essex CM5 9PJ
Tel 0277 363262

Wishing our customers, old and new
A VERY HAPPY CHRISTMAS

RADIO TELEPHONES
SALES AND SERVICE

UK Service Department
for WALTER DITTEL GmbH

Chiltern Communications Ltd
Church Road, Penn, High Wycombe
Bucks HP 10 8LN
Tel: National 049481-4483
International 4449481 4483
Home Office and Civil Aviation Authority Approved
(Previously trading as REF Electronics)

Gliderwork

C of A OVERHAULS
and REPAIRS

By L. GLOVER senior inspector

Husbands Bosworth Airfield, Near Rugby
Tel. Market Harborough 880375
Lutterworth 57544

Sebring Soaring Centre Florida

THE BRITISH GLIDING CLUB WITH AMERICAN CONDITIONS, AND A EUROPEAN FLEET. SUPER THERMALS OCTOBER TO JUNE
Fleet K-13: K6-CRs: K-6E: ASW-15: PIK-20D: ASW-17: and Twin Astir expected soon

Write now for brochure to: **Sebring Soaring Centre Inc, Box 499, Sebring Airport, Sebring, Florida 33870 or call direct from the U.K. (0101) 813 655 2397**

On the opening day there was a thunderstorm with lightning around the clubhouse; Peter Davis was blasted from the nose of a Skylark 3 and a girl's finger was burnt in contact with the wingtip.

On the Monday there was a visit to the RAF Museum and flights in the evening in a tethered ballroom. On Tuesday an O/R to Ivinghoe, outward against a 30kt wind. Wednesday's spot landing contest was won by T. Maufe and on Thursday an O/R to Wing airfield was set, but it was difficult to find in poor visibility.

Chris Wills won both O/Rs on the Friday and Saturday, flying his Rhönbussard. The first was to Newton Longmill brickworks and the second to Pitstone cement works.

C.W. and A.E.S.

ULSTER (Bellarena)

A huge syndicate comprising nearly half the membership and a handful of Dubliners has bought a well-worn T-21 for a laugh at £70 a head, delivered and insured. Hauled from Lincolnshire, it made its first Ulster flights on September 19 and is currently eclipsing our Twin Astir and Capstan in popularity while eyeballing the peregrine falcons which haunt our local cliffs.

Our latest acquisition is a splendid single-decker bus, previously used as a mobile showroom and fully carpeted and panelled with dual 12v and 240v lighting circuits. Through Gordon Mackie's good offices we got it for a song. It is to become a *de luxe* timekeeper's post and launch-point butty bar. The caravan it replaces has become an interim jenny-shed in which John Nusbaum has installed a diesel unit so we now have on-site power.

Permitting the use of power tools and lights, this in turn is speeding work on rebuilding a ruined cottage as a clubhouse. Recent progress has been encouraging and main contractors Wallace, McKelvie and McKillen are aiming for an Easter 1983 house-warming date.

As a further amenity, we now have frequent Belfast-Derry trains stopping only about 250 yards from the gate, NI Railways having heeded a local campaign, in which we joined, for the long disused Bellarena station to be re-opened. Having been invited to host Competition Enterprise 1985, we are steadily getting the whole site-development act together.

R.R.R.

WELLAND (Middleton)

We are pleased that our chairman, Ray Clarke, is making a good recovery from his recent operation.

A club record was broken when our secretary's mother made her first flight in a glider at the age of 78. Congratulations to Don Martin on completing his Silver C — our only cross-country flight this year.

Work has started on our second runway which should be operational next season.

R.H.S.

WOLDS (Pocklington)

We are trying to raise cash to buy our site next April. It will include two, possibly three, grass strips alongside. We are levelling a 4½ acre area around the hangar and will erect a temporary clubhouse during the winter. We are next to the A1079 York-Hull road at Pocklington and visitors are always welcome.

Congratulations to our new solo pilots, especially Nicola Carrigan who joins our growing contingent of female pilots.

The British Aerospace group are doing well. Chris Freeman flew Silver distance, Gareth Jones has his Bronze C and is flying the club K-6 and Colin Glover has both Bronze legs. If there are any British Aerospace members of other clubs interested in holding a task week next year please contact Bernie Svenson at Pocklington.

Recent flights of note include Alan Hunter's Diamond goal, Pete Meyerhoff's Silver height and Steve McNeil and Trish Horner's Bronze legs.

H.N.

SERVICE NEWS

BICESTER (RAFGSA Centre)

Members took part in several competitions. Mike Dean came 23rd, Ken Stephenson 34th and Pam Newall 39th in the Standard Class Nationals; Paddy Hogg 45th in the 15 Metre Nationals, Steve Hymers won a day and came third in the Western Regionals and Mary Charlett-Green won a day and came third in the Inter-Services Regionals' Standard Class. "Doc" Saundby was the only competitor in the Inter-Services to complete a task but later discovered that by a quirk of the scoring system he would have been higher placed by landing short of the goal.

Our main event was the Royal visit on September 6 when HRH Prince Michael of Kent flew in the Janus.

Ken Hartley, Bob Brownlow and Peter Saundby have gained their 500kms, Vic Dawson his gold distance and Diamond goal and Pauline Day and Alison Walker completed their Silver Cs with distance flights.

The making of the RAF gliding publicity film continues, we are converting a smart new fire/rescue vehicle and 12 members are off to Aboyne in October.

C.L.B.

CRANWELL (RAFGSA)

The tug is back from its C of A and we have our new LS-4. George Fosler, Bruce Tapson and Dave Almey have completed 300km triangles and Steve Benn has his Silver C. Martin Bedford flew 50km in difficult conditions in the Olympia, Angie Tapson and Barry Mills have their Bronze Cs and Deidre Marshall has gone solo. We welcome Phil Becker who is joining us as a full Cat.

Doug Ramsay (K-8) won the Inter-Services Club Class and Wilbur's crew, Rachel Joyce, Bob Denny, Deidre Marshall and Mick Baker, won the "best crew" award.

G.A.B.

OBITUARY

Ray Hutchings

Ray's tragic death whilst competing in the Inter-Services Regionals has deeply shocked his many friends at Cranwell. Ray was without doubt the friendliest and most cheerful guy in our club. He was a well liked instructor and gliding was his whole being. He had recently completed the first 300km triangle from Cranwell North.

He is sadly missed by us all and our deepest sympathy is extended to his wife Sue and his daughter Lorna.

Geoff Bolton

FENLANDS (RAF Marham)

Our "new" clubhouse, now nearly complete after much hard work, must rate as one of the best in the GSA. It is opposite 4 hangar.

Andy Stenton and Dave Kelly are now assistant Cats and Stu Lawrence a full Cat. Simon Ludlow and John Truebridge have completed their Silver Cs with distance flights and "Skip" has also flown his 50km.

Our CFI, Ralph Dixon, (LS-4), was 6th in the Standard Class Nationals and DCFI, Martin Durham, flew 485km in 7hr 58min on July 29 in the Janus.

Bob Eccleston, Pete Kelly and Larry Le Croy have gone solo. The T-21 continues to be flown at Coltishall mid-week and we have been joined by Pete Stratten from Fulmar and Wendy Uphill from Kestrel GC.

A.D.S.

WYVERN (RAF Upavon)

Two weeks at Aboyne resulted in Diamond heights for Paul Lutley and Alan Millson with Phil Wood and Peter Howarth achieving Gold heights. Claire Sturgess went solo in the K-13 on her 16th birthday. Proud father Gerry Sturgess had arranged suitable publicity with the local newspaper and the occasion had an almost festive air. Congratulations.



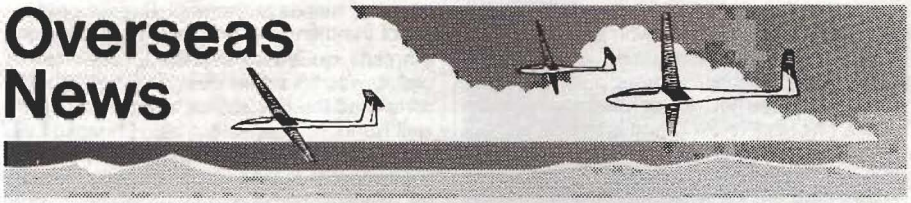
Claire with her father Gerry on the wingtip.

Terry Millson converted to the K-8 and Adrian Matyear has completed an instructors' course at Bicester. Eric Smith and Graham Russell were first and second respectively in the Standard Class at Colerne. The K-7 has been sold to Shalbourne GC.

Without doubt the highlight of the season was seeing Denzil Connick back in a glider. Denzil, a staunch club supporter, lost a leg during military action in the final stages of the South Atlantic operation. Welcome back fella!

J.R.H.

Overseas News



Austrian Nationals. Held at Mariazell from May 15-29, the Austrian Nationals achieved nine contest days with maximum tasks of 499km in the Standard Class and 696km in the Open Class. Winners were: Eugen Hauer (ASW-19) Standard, Andreas Hämmerle (Ventus) 15m and Herbert Lackner (Nimbus 2) Open Class.

French Nationals. The 1982 French Championships, held at Issoudun from July 4-14, saw 75 pilots competing in two Classes. The 15m Class was won by ex-world Champion François-Louis Henry (Ventus B) and the reigning world Champion Marc Schroeder (LS-4) won the Standard Class. The eight tasks in the 15m Class averaged 286km and the seven Standard class tasks 272km.

Much of the flying was in blue thermals, and the consequent gaggle flying was very unpopular with the leading pilots who had difficulty shaking off the opposition. Tragically, it also resulted in a mid-air collision on July 11 which cost the life of Serge Verneuil.

The French team for the next World Championships (first two in each Class) will be: F-L. Henry, G. Lherm, M. Schroeder, G. Navas. Reserves are Y. Hermann and F. Ragot.

Günther Groenhoff. Several hundred glider pilots — Germans and other nationalities — gathered on July 25 at the spot near the Wasserkuppe where Günther Groenhoff died 50 years ago, in 1932. The Fafnir which he was flying was damaged as he took-off to attempt a flight in a thunderstorm, and the subsequent parachute jump was unsuccessful (see the last issue, '50 Years Ago", p229). Groenhoff is remembered as one of the greatest of the early German pioneers.

Vinon 82. Ninety entrants including 42 from other countries, enjoyed eight contest days with an average task of 334km at Vinon this July. Best average speeds exceeded 100km/h on five days. For the first time for several years there was no British entrant.

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

Swiss Nationals. The Swiss were less fortunate with the weather although their Nationals were held concurrently with the Austrian Nationals (May 20-29). Leading results were: Standard Class: 1 Thomas Badum, 2 Simon Leutenegger, 3 Hans Nietlispach. 15m Class: 1 Alfred Schulthess, 2 Werner Baumann, 3 Peter Kull.

New World Records. Erwin Müller has established two new world records in the two-seater Class, flying in South Africa: the 100km triangle (with Otto Schäffner) at 158.304km/h and the 500km triangle (with Karl Senne) at 146.696km/h. (Already homologated by the FAI).

Trans-European 1982. Two pilots completed the 2740km Trans-European rallye — Ohlmann (Germany) and Kurstjens (Holland), a result similar to 1981. Pilots were given the option of starting at Angers, France or Gelshausen, Germany. TPs were St Auban (S. France), Niederoblarn (Austria) and Kirchheim (S. Germany).

Get attached to a Witter

Britain's No. 1 towing bracket

Send for the price list and name of your nearest Witter stockist, or find him in Yellow Pages. **For information or advice:**

C. P. Witter Ltd., Chester 43
Tel. 0244 41166

WITTER TOWING BRACKETS

GLIDING IN THE NETHERLANDS

ALBERT HENGELAAR

Gliding started in the Netherlands in 1930 with bungy launching and hill soaring at the North Sea dunes where in 1922 a German aircraft engineer had experimented with hang gliding.

After the war the gliding movement developed well with government support and gliders could be hired from the Royal Netherlands Aero Club. Today there are 3600 pilots in the gliding section of the club with a total of 393 sailplanes of which 215 are club aircraft and 178 privately owned. Statistics for 1980 give 34 840hrs and 124 400 flights.

The weather is as you would expect in a country with a typical sea climate and a low and partly moist surface. The relatively high centre of the country, where the National Gliding Centre is based at Terlet, forms a micro climate with often above average thermals. It is interesting that soaring conditions in northerly winds improved when the southern part of the Ijsselmeer was reclaimed. Much of the west is controlled airspace which cuts down gliding possibilities there.

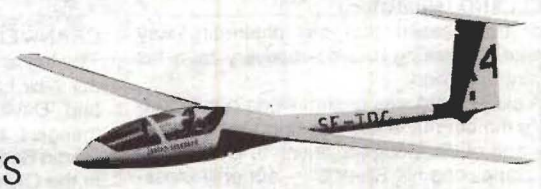
The Dutch CAA allows Bronze C and Silver C pilots to use Dutch registered sailplanes for local gliding. The centre at Terlet, beautifully situated between some national parks, operates Motor Falkes and K-13, K-21, K-8, K-6 and Std Cirrus gliders with aerotow and winch launching available for private owners.

Most of our clubs are run on a voluntary basis with few possibilities for temporary membership, though some have courses and welcome visitors. Launching is mainly by winch, even for competitions.

Our pilots have been doing well in international competitions since the early 1970s with Bear Selen becoming the World Standard Class Champion in 1978. It is felt that the formation of a national team of eight along with team training has contributed to their success.

For more information, please contact the Royal Netherlands Aero Club, Gliding Dept, Apeldoornseweg 203, 6816 SM Arnhem, Holland.

Make Insurance problems just plane sailing . . .



CONSULT THE AVIATION INSURANCE SPECIALISTS

FOR AN IMMEDIATE QUOTATION CONTACT: JOHN SIVELL OR STEWART PEARCE,

GLIDERS, SAILPLANES,
MICROLITES, BALLOONS
AND POWERED AIRCRAFT

FACILITIES AT LLOYD'S

Holmes/Hulbert
Marine & Aviation Limited
14 Devonshire Row, London EC2M 4RH
Telephone (01) 247-7311
Telex 8955708

OBITUARY

Walter Zuerl

Editor of the longest lasting German aviation magazine, *Der Flieger*, founded in 1921, and himself the oldest German aviation journalist, Walter Zuerl has died at an age not stated. He edited the magazine from a village outside Munich, where the editorial offices were a row of low buildings lining his garden.

As well as sending him news items on British gliding, I covered for him the World Championships in Gloucestershire and Australia. He had a brother who also ran a monthly aviation magazine in Munich but it petered out a few years ago (they were not on speaking terms).

Another long-lasting German aviation journal, the fortnightly *Flugsport*, founded in 1908, which gave special attention to gliding, had its offices near Frankfurt railway station bombed late in the last World War and only then ceased publication. Its founder, editor Oskar Ursinus, died in 1952.

A. E. SLATER

SOARING IN WINTER? OF COURSE, IN VINON!

The wave-flying season will soon begin in the French Southern Alps. As a matter of fact, the Mistral will blow in Autumn and Winter, making possible both duration and altitude flights, (Gold and Diamond Badges) in the wonderful sites of the Southern Alps and in a perfectly blue sky.

The A.A.V.A. (Association Aéronautique Verdon Alpilles) is ready to welcome you all through the year, and particularly in the Winter period, whether you bring your glider or not. Its fleet of 23 fibreglass machines is one of the most up-to-date in Europe. Do not wait any more!

Contact us:

A.A.V.A.
Aérodrome de Vinon
83560 VINON/VERDON, France
Telephone: 010 33 92/78.82.90

ATTENTION 'ATOM' owners —
(12K + 12K version)

A real-time sailplane flight simulation program and game, for armchair winter soaring and final glide practice, gives choice 4 widely different aircraft. Similar prog. for ZX81 *(16K)*. Send large SAE for details.
Cassette — £6.75.

Pye Bantam and Cambridge radios from £65 (1 year guatantee).

PETER BOWER
13 Kelvinside Gardens East
Glasgow G20 6BE
041-946-0441

A Taste of Hang Gliding

Are you curious about the performance potential and operating costs of the modern 5th Generation HANG GLIDER?

Sink Rate 180 ft/min. Top speed 55 mph. British XC record 83 miles. Interested? Take a two-day course. (3hrs theory, and about 25 flights) including two nights' accommodation for £65. All equipment provided.

For further details and colour brochure send SAE to The Secretary, "A Taste Of Hang Gliding", Hungerford Hang Gliding Centre, Wolfhall Manor, BURBAGE, MARLBOROUGH, Wiltshire. The Centre is situated between London and Bristol, 4 miles from the M4.

classified section

Advertisements, with remittance, should be sent to Chelron Press Ltd, 7 Amersham Hill, High Wycombe, Bucks. Tel 0494 442423. Rate 30p a word. Minimum £6.00. Box numbers £2.40 extra. Replies to box numbers should be sent to the same address, the closing date for classified advertisements for the February-March issue is January 4, a.m.

FOR SALE

TRAILERS MANUFACTURED to your requirements. Timber or Aluminium. Very competitive prices. GLIDER REPAIRS, C of A. Martyn Wells, Long-Compton (Warwickshire) 217.

'MITY' weak links. Aerotow ropes, winch chutes. Astleys Ltd, Gosford Street, Coventry 0203-20771.

THE SCOUT MICROLIGHT AIRCRAFT — Conventional configuration stick control taildragger aeroplane. Engine — 250cc Robin — Climb 550fps — Cruise 47mph — Max speed 65mph — Stall 18kts. Rigs from car roof in 12min. Price £2475 plus VAT (Ready to fly). For details and your nearest dealer send SAE to: SKYCRAFT (UK) Ltd, 79/81 Prestwick Road, AYR, Scotland KA8 8LH or Phone 0292 82685.

ASW-20. German built, Hull only. £10 500ono. Good instruments and new aluminium trailer negotiable. Bristol 48838.

SKYLARK 4. Low hrs, well maintained. Full panel incl. A/H Crossfell vario. Excellent soaring glider. Trailer as new, rigging aids. £3900. Phone Banbury 811773 (evenings).

★ ★ ★

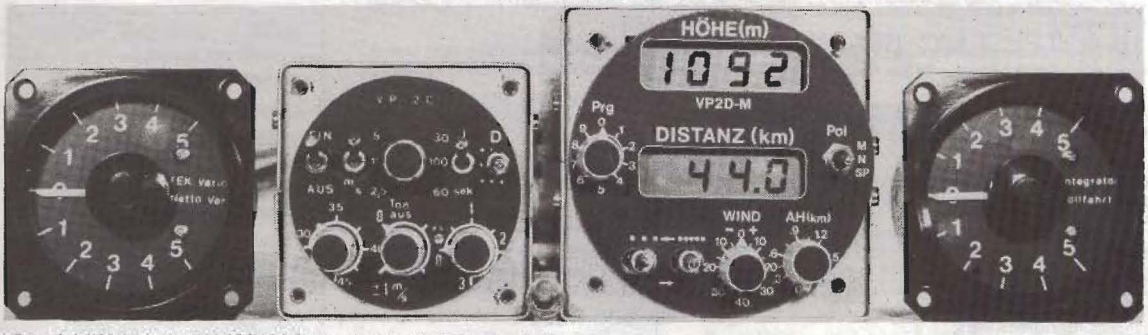
NIMBUS 2, late model, C of A to 1984, one owner, never damaged. 2 man rig, metal trailer. £12 000. Basic instruments or competition fettle negotiable.
Alan Purnell. Fleet (02514) 5365

★ ★ ★

THE SEASON'S GREETINGS

from Aero Marketing ASSOCIATES SOLE U.K. IMPORTERS OF THE

PESCHGES VARIOMETER SYSTEM as described in recent issues of S&G



And a Special ***"MERRY CHRISTMAS"*** to those discerning pilots who have fitted **PESCHGES** to their:
NIMBUS 3, ASW22, JANTAR 2B, VENTUS 16.6m, ASW20, VENTUS 15m, LS4, VEGA, JANTAR STD.2

110 Kendal Drive, Slough, Berks Tel: Slough 31796
54 Tor Bryan, Ingatestone, Essex Tel: Ingatestone 2418

COTSWOLD LIGHTWEIGHT 15M TRAILER

— Lightest on the Market
— All Aluminium Body for minimum maintenance
— Proven British Design

MR WALLIS, D.R.E. Ltd, Bristol
(0272) 715337/697815

BLANIK, low hours, first class condition. Instrumented. 12 month C of A arranged. Car and glider radio. Open trailer £4500. Box SG574.

BRASOV 28 M2A MOTOR GLIDER. Undoubtedly the best value in its class. Metal construction; economic maintenance, low fuel cost (£2.55/hr), excellent handling. This two-seater aircraft has everything the enthusiast requires, particularly its low cost. Excellent finance package available. Full details from Weslake Air Services at Rye 07973 2755 Telex 95203.

COBRA 15. Excellent condition complete outfit. Never pranged. 38:1. Ring Burton-on-Trent (0283) 702235. Offers around £3900.

KESTREL 19, full panel, radio and oxygen, large rudder, glassfibre trailer. Unique mods ensure comfort for the tallest pilots. Very good condition: view Dunstable. Available 1983. £9500ono. Phone F. Russell, Letchworth (04626) 4915 (home) 2124 (work).

FOKA 4, good condition, superb handling, fully aerobatic, 34:1, effective airbrakes. 2 man rig. With trailer, oxygen, parachute. £3950. Daytime T. Eastelow, Paignton 550762 Ext 648, evenings Fairclough, Christow 52249.

KESTREL 19. Two man rig. Full panel. Radio, oxygen, barograph. Parachute. Large rudder. Fibreglass trailer. Offers around £8500. Phone 0742 365978.

PIK 20E. G/SOAR, with factory fibreglass trailer, parachute, barograph, full panel, 720 channel VOR/COM. 60 engine hours. £11 500 + VAT. Rod Witter, Chester 0244 41166 (day), 0244 36353 (evening).

SKYLARK 3B. Full panel, chute, trailer. £2450ono with new C of A or negotiable without. Finance possible. David Henry. Tel Winchester (0962) 64829 (evenings).

COBRA 15. 380hrs. 11 months C of A. Radio, netto, audio etc. Trailer, 2 man rig. £4750ono. Bennett 0543 432231.

K-6CR with basic instruments and trailer. In excellent condition, full C of A. £3500. Hull may be sold less instruments and for trailer upon negotiation. May be viewed any weekend at Wyvern GC, RAF Upavon. Contact Sue Hawkins, Bicester 3311 ext 2695 (office) or Bicester 3980 (home).

ZX-81 owners: Computer cross-country simulation for the 16K ZX-81 in fast-running machine code. Cassette £4.45 inc p&p. R. P. B. Brisbourne, 27 Severn Drive, Hindley Green, Wigan, Lancs. Tel Wigan 57989.

1/5 share motor Super Falke SF-25E. Based Walney (Cumbria) airfield hangared. Fully instrumented. Motor Glider, Instructors available. To be seen to be believed. £2400, will haggle. Phone (0229) 55641 (evenings) (0229) 88768.

T-21 and TUTOR — Good condition, new C's of A, offers. John Marshall 0289 7409 (daytime), 0289 86369 (evenings).

K-2 TANDEM 2-seater. Good condition. Basic instruments. 2 piece canopy. Offers? Doug Gardner. Brighton 400232 (evenings). East Sussex Gliding Club.

PHOEBUS 17C, fully equipped, with metal trailer, excellent performance at minimal price. Phone Farnborough (Hants) 45757 or Fleet 4906.

STD LIBELLE. Full instruments, radio, oxygen, water and trailer. Never pranged. Same owner since new. £6250. Watson 01-876-4107 or Lasham.

NORD 2000 (OLY 2) in excellent condition, resprayed, C of A to Aug 83. Main wheel mod. Ideal first time buy. £1600. Phone 0790-53503.

K-6CR. Standard instruments, covered trailer. £3300. Contact weekends W.G.C. 07592 3579, Evenings B. Gardner 04012 2843.

DART 17R, immaculate. Full panel, Crossfell and audio, Cook compass, ni-cad batteries. Fully fitted aluminium trailer — bargain £4750. Norwich 860375.

CANOPIES

To fit most gliders
Direct manufacturers

BOB REECE
Rematic, School House, Norton
Nr. Worcester
Tel: Worcester (0905) 821334

REPLACEMENT "MECAPLEX" GLIDER CANOPIES

For a Quotation contact
C. I. ELECTRONICS LTD
Brunel Road, Salisbury, Wilts.
Tel. 0722-6938 Telex 47395
SOLE UK AGENTS FOR MECAPLEX

K-6CR GT in good condition with basic instruments and T&S. Artificial horizon and electric variometer also available. New K-6E style canopy. New closed wooden trailer this year. £4250. Telephone Swindon 42370 or Swindon 826632 (evenings and weekends).

ASTIR CS77, first class condition, low hours, complete outfit. With full panel plus ADC, TM61, Lo-Po chute, excellent wooden trailer, oxygen, barograph, Nicads, tow out fittings, full set of covers, rigging aids for 2 man rig. No prangs, one syndicate from new, with 12 months' C of A. £8250. Phone 0980-52319 (Wiltshire).

T-21B superb condition. Best offer over £1000 or part exchange K-13 or similar. Phone Blandford 51139.

TRAILER, 7yrs old, wooden construction with fittings for glass 15m, but can take 17m. £350. Tel 07016-2312.

£10 500 will buy the Mosquito that won the 1982 15M Nationals. (Price includes Hull and Trailer). Martyn Wells, Long Compton 217.

LIBELLE 201B, full competition equipment incl Burton ADC, oxygen, radio, etc. Trailer and aids. This year has won Regionals, flown a 500 and many 300s; barograph and parachute if required; £6500. Phone (0273) 686725 or (0525) 210862.

ASW-15, full panel, TM6 radio, speed director, oxygen, parachute, good airbrakes, excellent lowline trailer, two-man rig. £7700. 0795-25069.

SF-27M Cy MOTOR GLIDER. 250 mile range at 70 knots. Standard Cirrus performance as glider. Trailer, 'chute, numerous extras £8000ono. D. B. James, Cherry Orchard, Marlow Common, Bucks. Marlow 3509.

K-8. Excellent condition. C of A, closed trailer. Basic instruments. Barograph and parachute available. Based Aston Down. Ring 0666-53151 (Tetbury).

AEROSPOT AERONAUTICAL CALENDAR 1983

Size 13" deep x 19" wide. 12 magnificent gliding and other flying pictures in colour.

£4.50 plus 94p postage and packing.

D. B. JAMES
Cherry Orchard, Marlow Common, Bucks

15 METRE, GRP trailer. PIK-20 made by EIRI-AVION to full continental specs. Will take most modern 15m aircraft. View Lasham. MacKinnon, Alton 86267.

ASW 20. Fully instrumented and equipped. Excellent trailer. 1/3 share available. Based Lasham or may sell complete. Phone Coppen 01-947-4870.

STD CIRRUS. Water ballast, full panel, fibreglass trailer, new C of A. £6000. Phone 0283-63054.

BERGFALKE 2B. Current C of A. Available complete with instruments and open trailer. £2150 (No VAT). Also single drum diesel winch on vintage Dennis lorry. Offers to G. Goodey, Barnstaple 3123.

K-6CR and enclosed wooden trailer with rigging aids. Basic instruments plus radio and barograph. All good condition, £3600. Nottingham 54591.

DART 17R, full panel, oxygen, radios, trailer. New C of A. £5000. Tel Beckett 021-353-3506, Brown 061-431-7422.

BLANIK, very good condition, low time, 320hrs, 12 months C of A. Very good instruments. £4300ono. R. Slade, Bristol 616394.

15m TRAILER with belly trolley. Suit Fauvette, K-6, 463. Westminster with 5/8 wave aerial. Becker glider radio. (0942-720831).

ASTIR STD complete with instruments. Phone 0494 445854.

Next time your K-7 needs repair work, why not have it converted to a K-13 type. Details

BOB REECE
Rematic, School House, Norton
Nr Worcester
Tel Worcester (0905) 821334
For Sale: K-13 £5600
and converted K-7 £4600

Bargains in New Instruments

Bohli Compasses £199. Mini Winter Variometers with STF £99. Winter ASIs £59. Kollsman ASIs £69. Life Support O_2 Reg. £35. Diluter Demand O_2 Reg. £69. Mini Accelerometers £39 S/H J8 HZN £139. Inverter £39. Cash with order. No VAT payable. £3 P&P.

FLOTEK
581 Fishponds Rd., Bristol
Tel. (0272) 654800

KESTREL 19. Superb paint and profile, instruments. Lowline trailer, full rigging aids. £7750ono. Bristol 48838.

K-6E. Excellent condition. Full panel including PZL. Crossfell with audio. A/H, T&S, compass. Good trailer. £5600ono. Phone Evesham 0386-870665.

ASTIR CS with C of A to Dec '83. Bare hull. £5500. Ring Frank Irving at 01-589-5111 Extn 1827 (office) or weekends at Lasham.

K-6E complete with instruments and trailer. Phone 0494 445854.

TOST twin drum and WILD single drum winches available, all with diesel engines. Phone Bicester 43030 day or 42824 evening.

BRYAN RS-15 ASSEMBLY KIT. 15m modern high performance sailplane for the price of a microlight. Must go, £2750ovno. Swindon 45830.

42:1 L/D Bargain. £6000ono. Diamant 18m. Best in country, 4hrs oxygen. Electric audio vario, Pye radio, Bohli compass. Good wooden trailer. New C of A. Better min. sink than a Kestrel. Tel 04974-583.

FINAL glider computer game. Simulates standard class glider for 16K ZX81 or Atom. Cassette. £5. Marshall, 10 Gordon Crescent, Newton Mears, Glasgow.

K-6E. Best example in the country. Long nose version. Good panel, parachute, barograph. Excellent trailer. 1/4 share Booker. £1600ono. Jeff Warren 01-437-7788 (Day) or 01-586-1406 (Evening).

ASTIR 77. Low hrs, good condition, never broken, hull only. £6500. Telephone Swindon (0793) 30541 day or 27685 evenings.

VEGA 15m complete with basic instruments, electric audio variometer and speed director, 4 channel radio and boom microphone, camera mounting. Current C of A, low hrs. Best offer over £7500. Phone 02406 2491.

ASTIR STANDARD 1979. One private owner, very low hrs, full instrumentation, parachute and trailer. C of A to July 83. £7750. Phone Harrogate 711122.

BERGFALKE 1/6 share £600. Two seater, parachutes, radio, trailer, hangared at Avon Soaring Centre rigged. Fly 7 days a week, low hrs acceptable. Phone Martin, Worcester 424676.

KESTREL 19, large rudder, radio, electric Ball vario and director, PZL, JSW Dolphin, T/S, EB2, excellent trailer, good rigging aids. Parachute, barograph. £7 000. Babies necessitate quick sale. Phone 076-382-559 or 0733-269069.

VEGA with full competition instruments, radio, trailer. C of A and ready to fly. £10 200. Write B.M./N.B.L.W., London WC1.

T-21B — refurbished, recovered. Respray to customer's colours. New C of A.

T-21C — as above.

L-Spatz 55 — with trailer and new C of A.

Rollason Condor — 0200 engine — P.F.A. Permit to Fly from date of purchase. Good condition, new canopy.

Prices negotiable. No VAT.

Repairs, C's of A on wooden and glassfibre sailplanes and light aircraft by P.F.A. and B.G.A. Senior Inspector.

Contact:
Humberside Aviation
Woodside Road, Wroot
Doncaster DN9 2BP
Telephone: 0302-771005 (770101 home)

O/K BAROGRAPHS U.K. Agent
Introductory Offer **£147**
Please ask for details



Kestrel 19 and Slingsby glassfibre trailer — OFFERS?

M100s — complete outfit at £2,800 or hull only £1,600 ono.

Repairable salvage — Two Fauconnets (French L-Spatz). One Fauvette.

Repairs and C of A inspections on wooden, metal and glassfibre sailplanes. Factory trained and approved repair agent for Glaser-Dirks Sailplanes.

BOB McLEAN
241 Bawtry Road, Bessacarr
DONCASTER DN4 7AL
Tel: 0302-535861 or 0302-64931 (home)

ANDY GOUGH MEMORIAL TROPHY

With the agreement of Mrs Gough, the RAFGSA Executive Council invites contributions towards a Trophy to be awarded annually to the RAFGSA "Member of the Year" in memory of the outstanding contribution to gliding made by the late Andy Gough.

Contributions which will all be acknowledged, should be sent to: Sqdn Ldr Max Bishop, Ministry of Defence, Room 119, Adastral House, Theobalds Road, London WC1X 8RU.

WANTED

TRAILER — suitable T-49 Capstan. Details and price, telephone D. Barker, 045-387-3410.

BLANIK STARBOARD WING in serviceable condition — Control Surfaces and linkages NOT required. Also T-21 IN FLYING CONDITION. Write A. H. Mangoian, PO Box 1698 Nicosia, Cyprus.

MEDIUM performance glass glider for new syndicate. Offers to D. Asquith, Asquith and Rogers Ltd, Factory Unit 18, Lythalls Lane, Coventry. Phone 0203 87035.

INTERESTED in forming syndicate on a new GRP, two-seater motor glider, to be based West Midlands? Wilson (home) 0562 700845, (work) 021 643 4269.

JANUS syndicate forming. Maximum 8 experienced mountain flying pilots. Aircraft based Talgarth. 3 months per year in Alps with UK expeditions. Interested pilots contact John Bally 04974-583 or Dave Hodsman 0938-810757.

SITUATIONS VACANT

GLIDING INSTRUCTOR required April to October 1983. Tug pilot for same period. Write with details of experience to Deeside Gliding Club, Aboyne, Aberdeenshire.

COURSE INSTRUCTOR required for season, May to October 1983 at the Cornish Gliding Club, Perranporth. Full rating essential, motor glider rating an advantage. Apply in writing to the C.F.I., Tremearne, Breage, Helston, Cornwall TR13 9QE.

PART TIME INSTRUCTORS required for holiday courses for periods from March to October.

Apply with details of experience to the **Manager, Booker Gliding Club, Wycombe Air Park, Marlow, Bucks**

Tel (0494) 442501 or 29263

PUBLICATIONS

NEW ZEALAND: "Gliding Kiwi" official Gliding Magazine of the NZ Gliding Association. Printed October and alternate months. Write NZ Gliding Kiwi, Private Bag, Tauranga, New Zealand. £6.00 Sterling for year's subscription (inclusive of postage).

"SOARING" — official monthly journal of the Soaring Society of America. The only US periodical devoted entirely to the sport. For subscription send $25.00 US by international money order or international cashiers check payable to the SSA at PO Box 66071, Los Angeles, CA 90066.

AUSTRALIAN GLIDING Monthly, publication of the Gliding Federation of Australia. A complete coverage of Australian soaring and exclusive features of international interest. Subscription: $12.00 Aust or $13.50 US, to Box 1650, GPO, Adelaide, South Australia 5001. Money orders preferred.

SLOPE SOARING with a radio control model seaplane is a fascinating pastime and a typical phase of aeromodelling. Read about this and other aeromodelling subjects in *Aeromodeller* and *Radio Control Models and Electronics*, the world's leading magazines published monthly. Model & Allied Publications Ltd., 13-35 Bridge Street, Hemel Hempstead, Herts.

COURSES

WELSH HANG GLIDING CENTRE FLYING CLUB

Details of our hang gliding courses are available by writing or telephoning to:

Dept S, 22 New Road, Crickhowell, Powys, S. Wales
Tel: (0873) 810019 (24hrs)

ACCOMMODATION NEAR GLIDING SITES

SHOBDON FOR WAVE? Self catering, fully equipped flat for 2. £6 a night or £35 a week. Rhoda Partridge, 37 High Street, Presteigne, Powys (0544) 267817.

PERSONAL

ANNOUNCEMENT FROM SOUTHERN SAILPLANES We will repair your damaged glider to a high standard. However, we regret we cannot see our way clear to give free stamps 'under your wing' or otherwise.

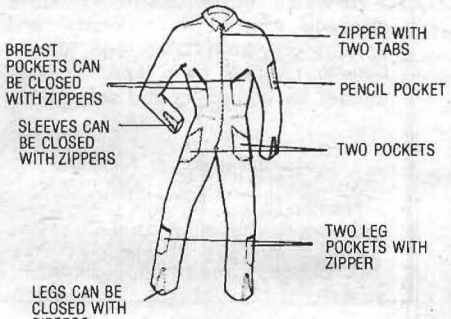
BALNACOIL HOTEL
ABOYNE ABERDEENSHIRE

Bed and Breakfast rates from £8.50 per person per night.
In a homely atmosphere with good home cooking.
View of gliding strip from Dining room window.
Tel: Aboyne (0339) 2252

HOBBIES

NEW ITEMS:
PORTABLE Oxygen Systems FOR HIRE. CHARGER for GLIDER and CAR BATTERIES. BATTERY BOX HOLDER. BATTERY CHARGER SPLITTER LEADS. 12v CONVERSION FOR BANTAM RADIO. PARACHUTE CANOPIES. SPACE SHUTTLE KIT. Keep the young and not so young occupied over Christmas!
also
UK Agents for STRONG PARACHUTES: TERRA RADIOS (TPX 720).
UK Distributor of the American 'SOARING' Magazine.
Plus — Miniature hallmarked Gold or Silver C badges (diamonds also): Oxygen: Thermal socks: Flettner trailer/caravan ventilators: Books: Christmas cards: Canopy covers: Camera mounts: Log books rebound: Segelflug Bildkalender 1983: Our own Gliding calendar 'Year at a Glance': Flying overalls: Flying jackets: etc, etc. Send for price list for full details and prices.
INTERESTED IN A TRIP TO THE WORLD CHAMPS next June? Contact Marjorie at address below.
Happy New Soaring Year!
144 LYTHWOOD ROAD, BAYSTON HILL, SHROPSHIRE SY3 0LW
Tel: (074372) 3885 — Answering service for emergencies

CIVIL FLYING SUIT



Red, green and blue. Small, medium and large. **£18.00**

FLYING JACKET

Green, royal blue. Small, medium and large. **£20.00**

Prices: inclusive of postage VAT payable on receipt

HOLLAND AVIATION

NETHERLANDS

Send cheque or ask for information at our British Agency: **58 OCEAN ROAD, BARROW-IN-FURNESS, CUMBRIA LA14 3DX.**

ENJOY MOTOR-GLIDING FROM ENSTONE

with the

OXFORDSHIRE SPORTFLYING CLUB

in our SUPERFALKE or fabulous GROB 109

Special Silver Badge – MG PPL Conversion Course December 27th-31st. £175 including the necessary minimum 6 hours flying and all examination fees.

PERSONAL TUITION BY CAA-APPROVED INSTRUCTORS ***GORDON CAMP AND TED AYLING.***
SEVEN DAYS A WEEK OPERATION — BOOK YOUR FLYING BY THE HOUR.

*

GORDONAIR

FOR SAILPLANE AND MOTOR-GLIDER MAINTENANCE CONTACT OUR ASSOCIATED COMPANY ***GORDONAIR LTD***

ENSTONE AERODROME, CHURCH ENSTONE, OXFORDSHIRE OX7 4NP **Tel 060872-208**

ADVERTISERS' INDEX

A.A.V.A.	289
Aero Marketing Associates	264, 289
Aerospot Aeronautical Calendar	290
Aerosport	251
AMF Enterprises	284
Anglo Polish Sailplanes Ltd	247
Austin Aviation	284
Balnacoil Hotel	291
Beaumont Aviation Literature	272
Booker Gliding Club	292
P. Bower	289
Bowker Air Services	284
Bristol & Gloucestershire Gliding Club	IBC
British Gliding Association	275, 276
Cambridge Aero Instruments Inc	246
Cambridge University Gliding Club	292
Chiltern Communications Ltd	286
Chiltern Motorgliders Ltd	251
Chiltern Sailplanes Ltd	248
Classifieds	289-291
Commercial Credit Finance Ltd	250
Competition Enterprise	265
Cornish Gliding & Flying Club	IBC
Coventry Gliding Club	292
S. Davies	258
DRE Ltd	290
Deeside Gliding Club	292
Flotek	290
Glider Instruments	284
Gliderwork	286
Andy Gough Memorial Trophy	291
Gordonair	291
J. A. Harrison (Brokers) Ltd	273
Herefordshire Gliding Club Ltd	273
Hobbies	291
Holmes/Hulbert & Co Ltd	288
H. T. Communications	284
Humberside Aviation	290
Hungerford Hang Gliding Centre	289
Huntly Arms Hotel	258
Irvin GB Ltd	250
JSW Soaring	292
Kent Gliding Club	IBC
Lasham Gliding Society Ltd	IBC
Lomond Country Inn	258
London Gliding Club	IBC
London Sailplanes Ltd	281
R. L. McLean	291
JVC Metcalf & Co	250
Midland Gliding Club	IBC
Mowbray Vale Insurance	IFC
Nine Four Aviation Ltd	258
Norfolk Gliding Club	281
Personatours (Canterbury) Ltd	270
Piggott Bros & Co Ltd	286
T. & A. D. Poyser	270
Rematic	290
Ricardo Avionics	279
Royal George Hotel	258
Sailplane & Engineering Services Ltd	273
Sailplane & Gliding	267
Scottish Gliding Union	IBC
Sebring Soaring Centre Inc	286
Southdown Aero Services Ltd	246, 270
Southern Sailplanes	BC
Speedsoaring	247
Speedwell Sailplanes	251
Surrey & Hants Gliding Club	248
Thermal Equipment Ltd	270
Three Counties Aero Club Ltd	284
Brian Weare	292
Welsh Hang Gliding Centre	291
Westley Aircraft	270
C P Witter Ltd	288
Wyatt International Insurance	249
Yorkshire Gliding Club (Pty) Ltd	IBC

BOOKER GLIDING CLUB

Courses to suit your needs: Cross Country, Bronze C and basic soaring, Cloud flying, Motor glider conversions and PPL's in the new GroB 109. Also Instructor Courses.

WHATEVER YOUR THING YOU CAN LEARN TO DO IT

BETTER AT BOOKER

Booker Gliding Club
W.A.P., Marlow, Bucks
Tel: (0494) 442501 or 29263

CAMBRIDGE UNIVERSITY GLIDING CLUB

CAMBRIDGE (Marshalls)
DUXFORD

The Name may sound a trifle exclusive, but the Cambridge University Gliding Club is open to everyone.

We winch and aerotow from Duxford all year, mostly at weekends, and aerotow only from Cambridge. We run holiday courses from April to September for beginners and solo pilots.

For general information write to	*For Course details write to*
The Secretary 55 Moorfield Rd Duxford Cambs	Course Secretary 31 Longstanton Rd Oakington, Cambs Tel Histon 3957

DOLPHIN!

The definitive air-mass conversion for all sailplanes and most vario systems. Ask the expert . . .

"Simple, effective, it works" George Lee

State sailplane, vario and T/E method

Single weight version	**£27.50**
Double weight version	**£45.00**
and JSW CALCULATORS	**£5.50**

(state sailplane)

JSW SOARING
(John Williamson) (0276-63236)
12 Warren Rise, Frimley, Surrey
GU16 5SH

BRIAN WEARE

GLIDER WORKS
DUNKESWELL AIRPORT
HONITON, DEVON

Tels: Luppitt 318 (9-6 pm)
Honiton 41679 (after 6 pm)

MAJOR OR MINOR REPAIRS ON WOOD, GLASS-FIBRE, OR METAL. ALSO RESPRAYS GLIDERS AND LIGHT AIRCRAFT

C of A OVERHAULS

B.G.A., C.A.A., P.F.A. APPROVALS

If you're an experienced glider pilot and looking for a good base to fly from on your holiday, Coventry Gliding Club is the place for you.
Situated just outside Husbands Bosworth within easy reach of many other Clubs. Aero-tow launching ensures maximum soaring opportunity for both long distance and local gliding.
Club facilities include Licensed Bar, first class accommodation, good company and easy access from motorways.
We also extend a very warm welcome to the not so experienced and the beginner, our holiday courses are amongst the very best.

For details ring:
Market Harborough 880429 or 880521
For holiday courses ring
Market Harborough 880484
or write to: COVENTRY GLIDING CLUB
Husbands Bosworth Airfield,
Husbands Bosworth, Leics.

DEESIDE GLIDING CLUB
THE SOARING SITE

CLUB LOG FOR 1982

JAN	15,000 ft	JUN	} MOSTLY THERMALS AND RIDGE	
FEB	21,000 ft	JUL		
MAR	22,000 ft	AUG	17,000 ft	
APR	21,000 ft	SEP	29,500 ft	
MAY	17,000 ft	OCT	21,000 ft	

3 out of 4 flying days in 1982 were soarable

BOOK YOUR SOARING NOW!
AB-INITIO COURSES TOO
GET IT ALL AT DEESIDE

Phone or write to:
DEESIDE GLIDING CLUB
DINNET, ABOYNE, ABERDEENSHIRE
Tel: 0339 85-339 or 0339 2551

BRISTOL & GLOUCESTERSHIRE GLIDING CLUB

welcomes private owners, beginners and holiday members at their unique site in the Cotswolds

OPEN 7 DAYS A WEEK — April to October (Normally weekends only in winter)

HOLIDAY COURSES — April to October — accommodation on site.

For details write or telephone:

The Course Secretary
Bristol & Gloucestershire Gliding Club
Nympsfield, Stonehouse
Glos. GL10 3TX
Tel. 0453-860342

The Cornish Gliding and Flying Club
Trevellas Airfield, Perranporth
Cornwall. Tel. Perranporth 2124

Gliding courses from April to October — fleet includes motor glider — B.G.A. fully-rated instructors — fine soaring — lovely coastal airfield — ideal for a different family holiday — No increase on last season's prices.

The Course Secretary
Tremearne, Breage, Helston
Cornwall
Tel: Helston 62294

---

4 or 5-day gliding holidays
Ridge Site with winch and aerotow launches.
From £115-£180.
(All inclusive of professional instruction, accommodation, meals and VAT.)
Visiting gliders welcome



KENT GLIDING CLUB

Please ring Challock (023 374) 274 or 307
Or write to The Secretary, Kent Gliding Club Challock, Nr. Ashford, Kent.

LASHAM

Super soaring at Britain's largest gliding centre.
Bring your own glider and compete with pundits, or join as a temporary member for specialised training and local soaring. Beginners courses, task weeks and club flying, expeditions from other clubs welcome.
Cross country facilities include a comprehensive briefing room with Facsimile machine for the latest weather charts. Lecture programme for bad weather days.
No airspace problems, excellent airtow and car launching facilities. Comprehensive clubhouse facilities and accommodation.

Lasham Gliding Society
Nr. Alton, Hants
Tel: Herriard (025 683) 322 or 270

SOAR YORKSHIRE

For your COURSE!
For your EXPEDITION!
For your HOLIDAY!

SUTTON BANK

We offer top class accommodation, instruction facilities and opportunities.

RIDGE SOARING
12 miles in suitable conditions

THERMAL SOARING
Club record is 582 km. from aerotow, 524 km. from the winch

WAVE SOARING
Club absolute record is 30,200 ft. Club record gain is 29,500 ft. Both from the winch

Our rates are amongst the best — £6 for aerotows to 2000 ft. Visit us and stay in our fully licensed residential clubhouse. Full catering available in season. Self catering at other times.

COURSES — April to October — Visitors always welcome

YORKSHIRE GLIDING CLUB, SUTTON BANK, THIRSK
Tel: 0845 (Thirsk) 597237

SCOTTISH GLIDING UNION

Portmoak
Scotlandwell
by Kinross
Scotland

Telephone
Scotlandwell
543

THE WAVE SITE

Excellent Hill, Thermal and Wave soaring in beautiful surroundings
Full accommodation available with catering and bar
Flying 7 days per week all year round Resident Instructor
Aerotow and Motor Falke facilities
Summer Holiday Courses from April to September
Visitors and visiting aircraft welcome

LONDON GLIDING CLUB

Dunstable Downs, Bedfordshire
Telephone: 0582 63419

Situated at the foot of the Chiltern hills, and within easy reach of London and the Midlands by road (just off the M1). The Club has a comprehensive fleet of dual and solo aircraft, reliable launching equipment including tug aircraft. This famous site has plentiful thermals in summer and hill soaring with favourable winds throughout the year. Resident instructors, catering every day (weekends only in winter), licensed bar, accommodation and other facilities. Visitors welcome.

Write for Course brochures or club membership details to the Manager, or ring 0582 63419

MIDLAND GLIDING CLUB
THE LONG MYND



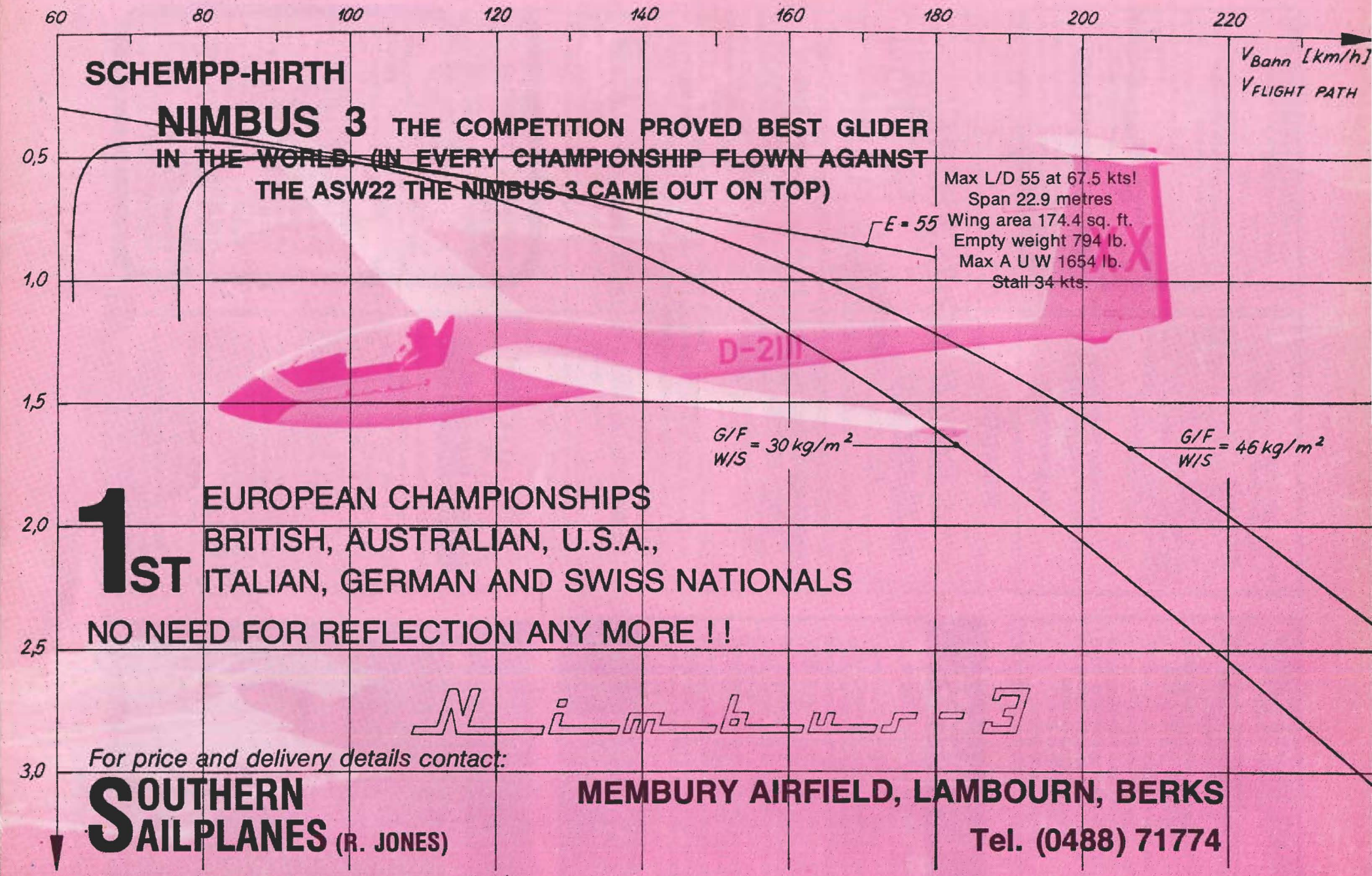
All-inclusive
5-day holiday courses.
Book now for the best weeks.

Soar the pre-season Westerlies. Winch or bungee launch into hill lift and climb into wave. Bring your own glider or fly our K 21's. Visitors always welcome, prior arrangement advised.

Contact:

Tony Spicer
Midland Gliding Club
Church Stretton
Shropshire SY6 6TA

Tel: Linley (058861) 206
or 0588 638544



SCHEMPP-HIRTH

NIMBUS 3 THE COMPETITION PROVED BEST GLIDER IN THE WORLD. (IN EVERY CHAMPIONSHIP FLOWN AGAINST THE ASW22 THE NIMBUS 3 CAME OUT ON TOP)

Max L/D 55 at 67.5 kts!
Span 22.9 metres
Wing area 174.4 sq. ft.
Empty weight 794 lb.
Max A U W 1654 lb.
Stall 34 kts.

1ST EUROPEAN CHAMPIONSHIPS
BRITISH, AUSTRALIAN, U.S.A.,
ITALIAN, GERMAN AND SWISS NATIONALS

NO NEED FOR REFLECTION ANY MORE ! !

Nimbus-3

For price and delivery details contact:

SOUTHERN SAILPLANES (R. JONES)

MEMBURY AIRFIELD, LAMBOURN, BERKS

Tel. (0488) 71774