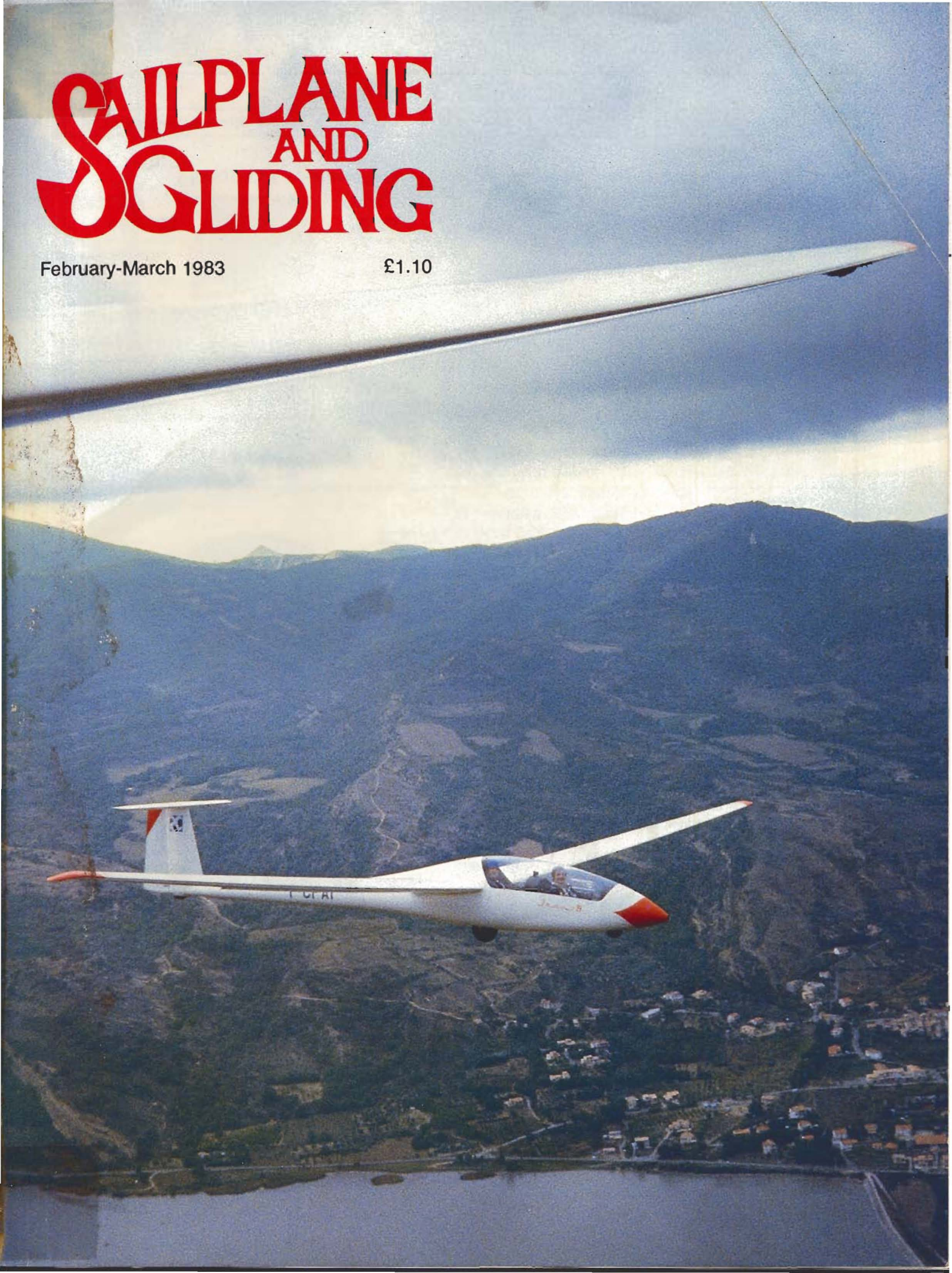
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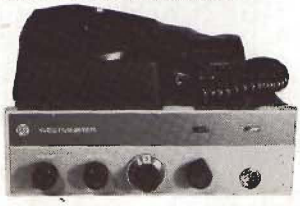
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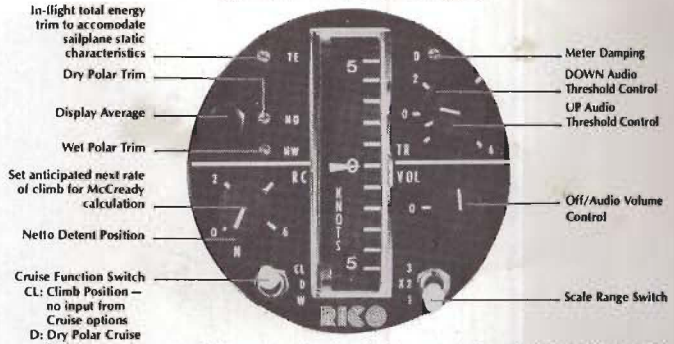
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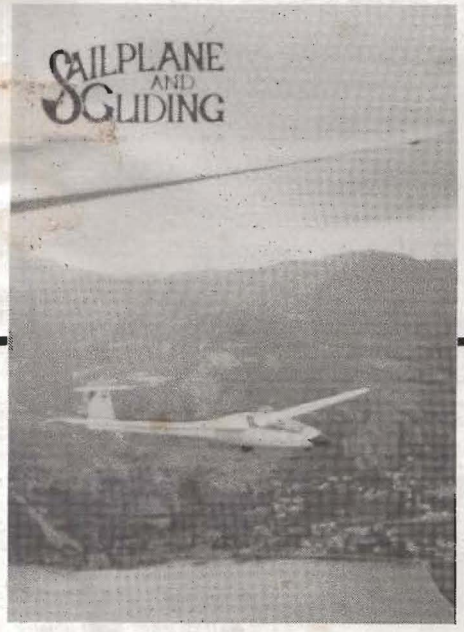
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Cover: Derek Abbey photographed the Janus over St Auban during the two week flying holiday in the Alps he describes on p9.



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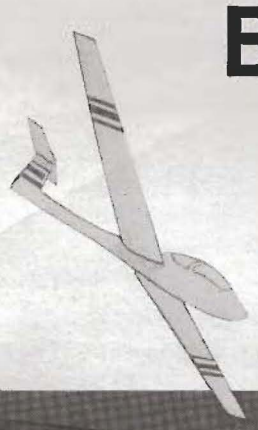
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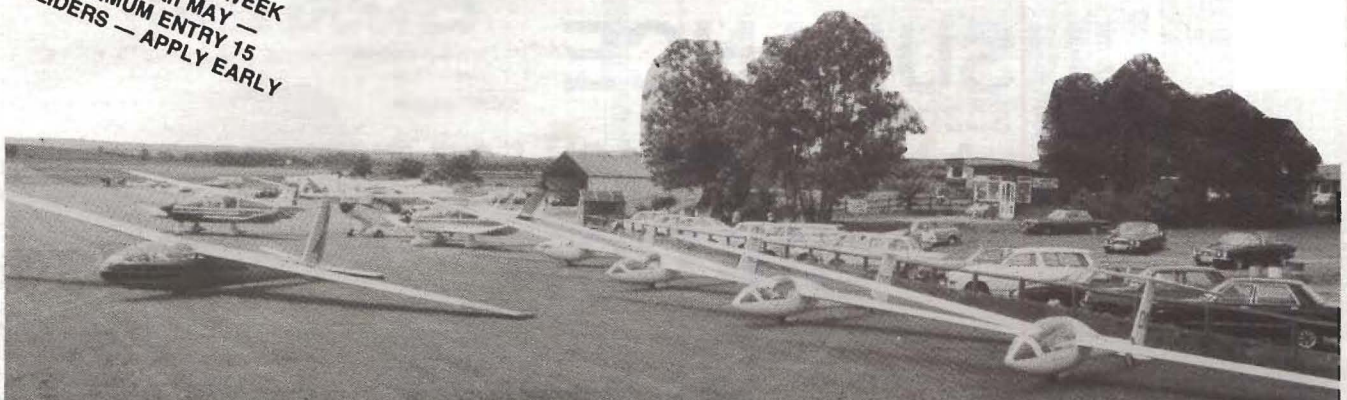
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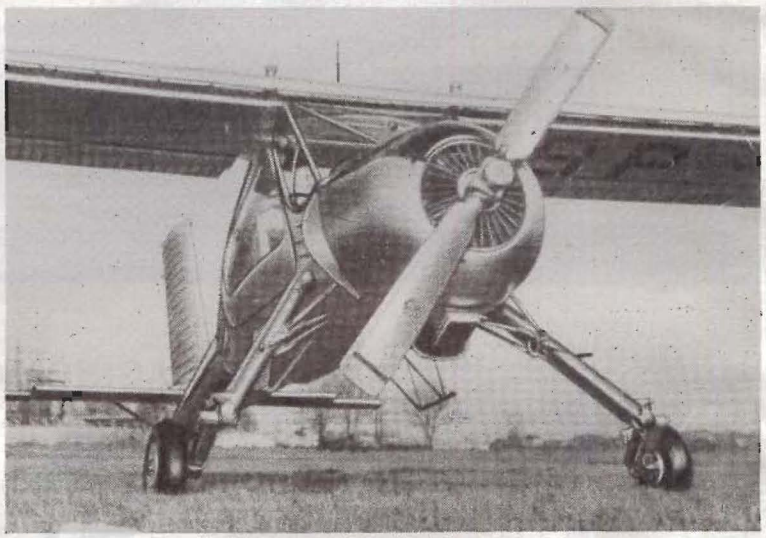
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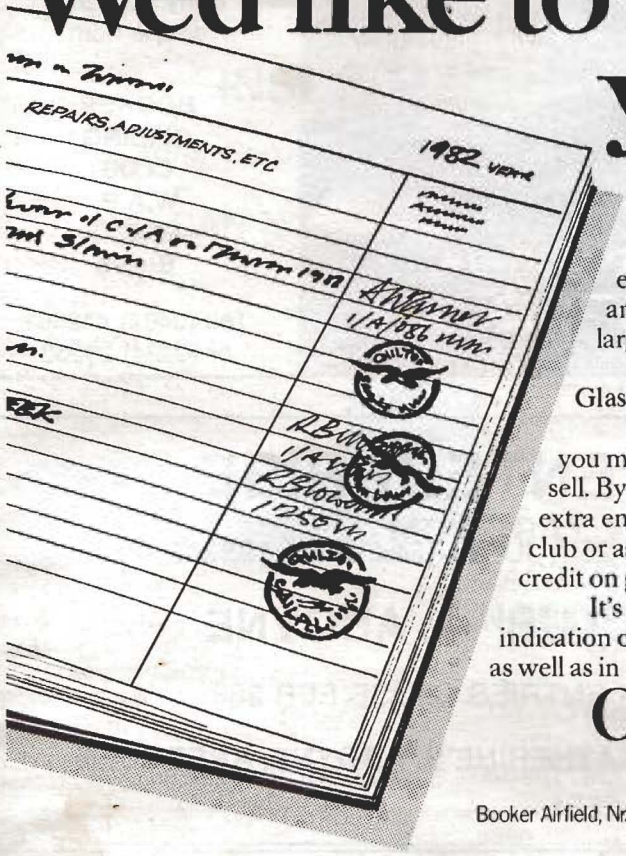


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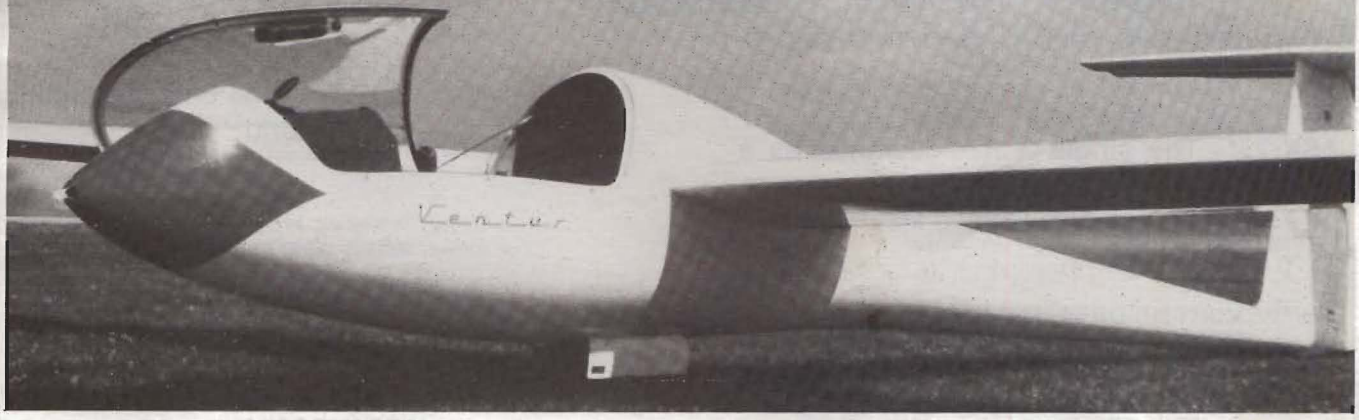
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CONTINENTAL GLIDING — *a series of articles by pilots who have recently been flying in Europe*

OERLINGHAUSEN'S DIAMOND FACTORIES

BRENNIG JAMES

Oerlinghausen, a famous and historic gliding site near Detmold, is currently the largest gliding club in the world and certainly, in my opinion, the best run. Appreciating that Diamonds are a pilot's best friend, they have organised courses at Aosta and Segovia so that their members can collect the things at minimum trouble and expense.

The Aosta operation uses five Astirs and a Twin Astir at the airfield close to the city. Accommodation is at the Rank Hotel a mile away and the airfield is well supplied with tugs by the Italian management. The Astirs are of modest performance by modern standard, but are well equipped with instruments, oxygen and safety equipment. This latter includes a radio beacon turned on by impact, flares, smoke signals, space blankets and a first aid kit.

One pilot heaved back on the stick to clear a bastion only to collect another one which lay behind it. He clambered down and walked home. The radio beacon worked but the white glider nose down in the snow was invisible from the air to the searchers!

At the CFI's briefing on Monday morning, detailed handouts are provided, giving at full length and correct detail all the information you require about wave, waves, oxygen, circuit procedures etc. The minimum circuit height is surprisingly high, 300m in an east wind and 500m in a west wind. The radio procedures are also detailed and strictly enforced.

Most days are soarable with a 5-10% chance of good wave. The valley floor is 2000ft asl and is T shaped with the vertical arm pointing north. Slope and thermal soaring is possible on all three faces, depending on weather condition. When the lift is reasonable local soaring has a radius of 30 miles, but there are no places where you can land out. I flew 20hrs in two weeks, getting 15 000ft above site near the Matterhorn on one day and 19 000ft above Mont Blanc on another.

I found a couple of wave flying snags; first even wearing "moon boots" once you get above 15 000ft for any length of time your feet get very cold indeed, and it is not unusual to see people sitting in their bare feet at the launch point so that the sun can thaw them out. Secondly you need a long face to breathe oxygen otherwise when you look down, the lower end of your mask infringes on your chest so the mask pushes your glasses up which in turn knocks your hat off.

The flow of oxygen is about two litres per minute which goes in *via* a rebreathing bag. If you take a deep breath you can inhale about two litres in one go so your bag goes empty and you wonder what you are going to do for the rest of the minute, however the answer is that it is all mixing up in your lungs so all is well. Aosta has its own ski resort, Pila, just up the hill from the airfield if you ever need a change from gliding!

A revelation

The German CFI was also the German aerobatic Champion and most days he practised his routine — most of it was inverted and a revelation of what is possible in a suitable glider; initially an LO-100, but subsequently a Twin Astir flown two up.

Nearly all the course members were German with an average age of about 60. They were unfailingly friendly, polite and helpful. It was a great delight to share their company.

Aosta is open to private owners but incredibly it closes down somewhat in summer when the conditions for thermal soaring are much better. Aerotows can be up to 2000m, and thermals to 3000m are not exceptional — wave to 9000m is not unusual, and the view over the Alps is, as expected, pretty fantastic from that height.

The operation in Spain is at Fuentamilanos, an airfield five miles south of Segovia. (See "Flying at Segovia", S&G, October 1981, p233.) Five miles to the east is a range of mountains running NE SW for about 50 miles each way. The airfield is at 3280ft asl (1km exact) and the mountains are 3000ft higher with peaks 5000ft higher. Camp on the airfield, if you must, but most people found the Parador, which must be one of the finest hotels in Europe, very reasonably priced, and after a hot day the swimming pool saw a lot of wear.

Flying commences with Ingo Renner's 10am briefing on Monday, complete with written handout. Flying starts at about noon when Ingo gets launched in the two-seater — if he stays up everyone gets launched. He checks out the new pilots on the course, however experienced, and he tends to stay up for a good while. Two hours with a former World Champion is always good value however much flying you have done before. The launch is to 600m and it is rare for anyone to land straight back.

The club aircraft are SF-27, Phoebus, LS-I, ASW-15, ASW-19, Mini Nimbus and LS-3. There were also about 50 private owners, their fleet including a motor Nimbus, Nimbus 3 and ASW-22. This put a heavy load on the single Spanish tug and one day it was unserviceable for lack of a spanner to change the plugs.

The Spanish backers had provided 100% of all that is required, not realising that you need an extra 20% for efficient operation since things tend to fall off aeroplanes from time to time. The German organisation, one need hardly say, was impeccable. They had a two drum winch in reserve and we discovered that on a 400m launch hardly anyone failed to contact and the launch rate was very good — about equivalent to two tugs. The reason is that glass ships get a higher launch and can cover more ground from 400m — electric variometers also make it easier to centre on what lift there is, and once one glider finds a thermal it is easy to launch others into the bottom before he leaves the top.

I was lucky with the weather this year. I did two 500km triangles, a 300km and two 150km triangles. One day I landed at 9.35pm. I could have done six 500kms easily and got 7000m in wave. Another

day cloudbase was 3500m so you could have got Gold C height from a winch launch. One day Mike Costin did 168km in 1hr without circling, largely because he got his foot stuck behind the rudder pedal I believe.

(Mike Costin was one of 17 pilots on a BGA-managed expedition to Segovia which was run from June 19-July 31.)

It was easy to spot pilots who had just done their first 500km triangle — they sat in the bar looking into infinity with a glazed look in their eyes. On the day I did 300km none of the private owners bothered to take a launch. On the day I did my second 500km I was accompanied by a fly, but he didn't get further than 350km because I squashed him on the inside of the cockpit, but you have to give him full marks for trying.

I was usually dealt the Mini Nimbus and most of the 30hrs I flew was done in this. There were often massive downs of 5m/sec, usually in belts parallel to the mountain and a few miles away, so the solution was simply to fly directly towards or away from the ridge. There were also large areas on the ground which looked very rough, but one tended not to get so low that one could decide whether they were landable or not. Is one a better pilot for this kind of flying? The thermals were narrow and tended to shift about so optimum rates of climb required constant work; 5m/sec was quite usual in a good one. The conditions tended to make large tasks rather easy, but the flying certainly broadened one's experience. Certainly for pure enjoyment it must be the best flying to be had in Europe. By delaying briefing until 1000 and launching to 1200 or 1300hrs, time was left to deal with the numerous chores that crop up. Giving oneself numerous days off flying, saves a sport turning into a job so that one can visit Madrid, numerous castles or just enjoy Spain at ground level. I think a three week visit to a place like Segovia is much more fun than comps where you often don't fly at all. I hope to return next year with my Nimbus 3. All thanks to Ingo and Fritz and all those others who have, by their hard work, skill and dedication, made it such a success.

WILL THE MISTRAL BLOW?

DEREK ABBEY



Derek with part of the St Auban fleet.

That question held no real significance for any of us when we started on our 830 mile road journey to attend a two-week course at the French National Gliding Centre at St Auban. However it soon became our uppermost thought for it is the Mistral blowing from the north down through France and over the Alps that produces the superb wave conditions we hoped for but never considered we would be lucky enough to experience.

The trip last October by three members from the Coventry GC and three from Stratford GC had been planned for nearly a year. We had heard many tales of the fantastic flying at St Auban and Rhoda Partridge's article in the February 1982 issue of S&G, p16, went further to heighten our anticipation.

The course started on the Monday morning when we met the CFI, Monsieur Roucasies, and his deputy. The fee, including accommodation and a maximum of 40hrs flying, was 1600 francs and meals — a French breakfast, lunch and dinner — amounted to 450 francs. There were 16 other pilots on the course, all French, and we were to become good friends with no real language problems except perhaps during hangar packing. Just imagine several voluble Frenchmen all with their own ideas of how things should be done!

The pupil ratio was 1:3, though I was fortunate in that there were two of us with one instructor. This worked out well and the two-seater training continued throughout the course. When one was in the single-seater the other would be in the Janus.

We had plenty of soaring in the first week but no real wave. The flying was mainly directed towards giving us an intimate knowledge of the area. We had to mark on a topographical map radials to indicate safe heights from which one can glide back to the airfield, the local airways, emergency landing areas and, perhaps most important of all, the principal landmarks including mountain peaks and ridges.

Discipline paramount

There is great emphasis on this and you have to convince your instructor that you have assimilated all this knowledge and information. For example, when flying solo you have to radio St Auban every 30 minutes giving your precise position and height, stating your rate of climb or descent. If there is any doubt you will be instructed to return to the airfield — safety and flying discipline is paramount.

For further understanding and knowledge of the area most people spend up to three hours in the Fournier RF9 motor glider, identifying emergency landing areas and simulating approaches and landing into the rather difficult fields in the valley — a very exciting and interesting exercise.

The soaring was fabulous and the scenery breathtaking. It was an incredible experience to soar up and along a moun-

tain face and suddenly to reach the summit and look down into the next valley thousands of feet below.

One of my most vivid experiences occurred on a day that did not look very soarable. We were aerotowed to Mt Auribeau, some 30km away, releasing in a weak thermal over the summit. As the thermal was so weak my instructor decided to look for better lift at the face of Mt Blayeul, about 10km distant. We did not find the lift we hoped for at Mt Blayeul and decided to return to our original weak thermal. This expedition had been very costly in terms of altitude. As we crept back over the ridges below the summit of Mt Auribeau and searched in vain for our original thermal, my instructor remarked "our situation is not good" (an understatement, I thought)!

Exhilarating flight

However, all was not lost for, to my amazement and horror, my instructor flew straight at the sheer rock face of the mountain, pulling up into a climbing turn into 2m/sec anabatic lift. From then on for the next ½hr I had one of the most exhilarating flights of my gliding career. We soared with the wingtip only feet away from the solid rock wall until we reached the summit. That flight demonstrated to me the instructor's deep and intimate knowledge of the mountains and above all the superb soaring skill required.

Throughout the course we soared on many days which to the uninitiated seemed impossible — thermal, convergence, anabatic, ridge, wave, you name it, we soared it. As my instructor said, "in the mountain anything is possible."

Pristine condition

By the second week most of all were progressing through the fabulous range of single-seaters starting with the LS-1 and Cirrus and onto the LS-4 and ASW-20F — sheer delight all of them. They are in pristine condition and every evening they have to be carefully washed, polished and fitted with wing and canopy covers. Woe betide anyone who allows a cover to come into contact with the floor, such is the discipline.

The second Tuesday brought the first taste of wave with a 10 to 15kt northerly wind. A small rotor cloud was starting to form behind the lee of Mt de Lure. It is the 1826m Lure with its 25km sheer face running EW that produces the best wave. I took-off in the Cirrus and released in lift



Flying "straight at the sheer rock face". Photo: Derek Abbey.

at 1200m amsl. I climbed slowly at first in the turbulent thermals beneath the rotor cloud. The satisfaction of eventually climbing through the rotor and contacting the smooth laminar flow of the wave is tremendous. A slow but steady climb, at best 2m/sec, took me to 6200m. Surely a Gold and perhaps a Diamond?

Throughout the flight and particularly when on oxygen at above 3500, I had to report regularly to St Auban giving height, position, rate of climb and the pressure and flow of the oxygen, such is the level of safety and supervision. On this flight I achieved a gain of 5010m, which was rather marginal as my low point wasn't very well defined. I was happy and so were two of our French friends who had been equally as successful.

The remainder of the week brought rather poor and indifferent conditions but the Met. man forecast wave for the Friday. As if to order the Mistral blew, all 25kt of it and by mid-morning a solid and powerful rotor cloud had formed in the clear blue sky behind Mt de Lure.

The atmosphere was electric with anticipation. The oxygen vehicle was doing its rounds of the gliders re-charging the systems and pilots were collecting their parachutes and oxygen masks as well as donning their high-altitude clothing. Even our instructors were openly optimistic, a characteristic they rarely displayed.

I flew with my instructor in the Janus and the turbulence had to be experienced to be believed. I could understand why he had been so particular about accurate flying on the aerotow. We contacted rough thermals below the rotor cloud, 5m/sec up on one side and sometimes 6 to 7m/sec down on the other. It was literally a fight against the conditions to climb.

Incredible view

Lose one thermal and you had to move forwards into the wind again to find another. It was made even more uncomfortable by being heavily clothed for at low altitude the sun is quite hot through the canopy. After a very determined climb we reached the base of the rotor cloud at around 2000m amsl and moved forward into 3 to 4m/sec beautiful smooth wave lift and from there we climbed to 7000m amsl. The view was incredible, the Mediterranean to the south and the snow-capped Alps to the north and east. The flight lasted nearly three hours and included a short cross-country over the Alps. In the afternoon I repeated the experience, climbing to 7700m amsl in the ASW-20F.

It was six happy glider pilots who set off home on the Saturday morning — for us the Mistral had blown.

We had five Diamond heights and a Gold between us, not to mention over 30hrs flying in exotic glass gliders in what must have been some of the most beautiful scenery in the world. We are grateful to our French hosts, particularly our very professional instructors, and to John Hayward who arranged our trip.

GLIDING ON A TOPLESS WAVE

TONY SEGAL

I contacted the Lasham resident expert on gliding in the South of France, Phil Gardner, who gave me the low-down on flying at Fayence. Why choose Fayence? Well, for a start the topless beaches of St Tropez are just down the road, and there is limitless wine, paté, croissants and grapes. Not to mention the wave lift.

Fayence aerodrome is 20km from the nearest alternate landing area over the other side of the mountains. There are rocky hillsides, forests, vineyards, and power and telephone cables everywhere — not a single small English-type field in sight. Several shattered remnants of gliders in the repair workshop bear testimony to pilots who thought they could do a successful field landing. You have to join the circuit with 100m height in hand, then circle to lose height in a *"Zone perte d'altitude"* until joining downwind. Downwind in French is *"vente arriere"* — literally "wind behind". There is no nonsense about spot-landing as there is no safe undershoot area. You simply land in the middle of the aerodrome and are towed back by a cut-down battered Citroen or Renault (minus brakes, minus battery, minus everything). Everyone rushes to drive these vehicles and go roaring and bumping over the airfield to retrieve the gliders.

The French do not believe in waving signal bats before take-off. The wingtip stays firmly on the ground while the towrope is hooked on. The Rallye aircraft gently moves forward until the glider starts to move — this gives a chance to test the wheelbrake of the glider. You lift one finger, the wings are levelled, you call over the radio *"pret au decollage"* — "ready to unstick" — and off you bump into the blue yonder. Hemp towropes are used instead of nylon, so the ride is very jerky on aerotow, especially in wave conditions. You keep your hand on the airbrake lever all the time, as otherwise the brakes jerk open.

There was one great wave day when a young Frenchman, Cedric, climbed to 5500m. Arches of lenticular cloud stretched across the sky. Three of us — Cedric, another young Frenchman called Phillipe, and I were ordered to get airborne as soon as possible. Needless to say, in the true spirit of international comradeship as practised by glider pilots all over the world, Cedric and Phillipe grabbed the two K-6Es with serviceable oxygen systems. When my K-6 was eventually pulled out from the back of the hangar it was found to have a split in the oxygen supply line so I decided to try for Gold C height without oxygen. (Airtows are to 1000m on the QNH, with Fayence at 220m.



Fayence with the mountain ridge behind. Photo: Tony Segal.

Cedric and Phillipe got airborne first. I lined up for take-off — the tug landed and taxied towards me — thump-thump. A face was peering into my canopy and a finger was pointing down towards the wheel of the glider, I had a puncture and the tyre was completely flat. I did not burst into tears, nor mouth a stream of bilingual swear words, I just sat and went limp. One and a half hours later, with the wheel replaced but the oxygen system still unserviceable, I released in very rough air over Fayence. I struggled in broken lift until at 1200m suddenly everything went quiet, there was a deathly hush. Could it be — was it — surely not — yes — it was **WAVE!**

Moved towards the mountain

I eased the stick back, the speed dropped to 60km/h. (To make things difficult, the ASI is calibrated in km/h and the altimeter in metres.) I turned into wind and slowly began to move towards a mountain ridge. The variometer showed zero sink — ½ up — 1 up — 2 up. I held my breath as the altimeter needle slowly wound upwards. Above was a vague grey amorphous mass of cloud, completely unlike the clear diagrams in the gliding textbooks. Ahead I could see the snow-capped Alps sparkling in the sunshine, behind was the curving coastline of the Mediterranean with shadows indicating the towns of Juan Les Pins and Cannes. It was undiluted sheer magic, worth an age of pounding round the circuit for this one clouded hour of glorious flight.

At 3000m I was over the mountain ridge in 2m/sec lift. All I had to do was sit quietly admiring the view for nine minutes and I would achieve my Gold C height. But wait — things are never that simple in gliding. Beyond the ridge was a forbidden military zone. Satan sat on my shoulder and said "Go on and up, no one will ever know". I could not let my French hosts down. I turned downwind, then turned into wind to regain the lift. Inevitably, there was nothing but sink everywhere and twenty minutes later I was on the ground. The unfortunate part was that I had been shown the mountain ridge on a check flight — the instructor had pointed down from the back seat of a K-13. In fact he had been pointing at the next ridge, so I could have continued flying straight ahead in the lift after all.

Out of interest, the Mistral is formed in the following way. A high pressure area over Spain, and a low pressure area in the Gulf of Genoa sends a wind roaring down the venturi formed by the Rhône Valley. Some of this bleeds off as a north-west Mistral that passes over the lower Alps and carries on to create wave over Fayence.

World record beaten after 15 years

HELEN GEORGESON

Helen visited Europe for three months during the New Zealand winter, meeting up with her daughter Anna. She came with the blessing of her husband, Dick, as long as she returned by mid-September so that she could fly with him in his Janus for his eighth attempt on the two-seater goal distance record which had been held since June 3, 1967 by Isabella Gorokhova and Z. Kosiova (USSR) with a 864.86km flight in a Blanik. The story of this 1018.6km flight, which had an average speed of 125.3km/h, a highest point of 23 300ft and took 8hrs 11min, is recounted by Helen.

In the middle of August I received little messages from Dick to the effect that the westerlies were starting. At the end of August the messages reached a crescendo so I knew I would have to turn my back on the nostalgic beauty of the Scottish Highlands, say goodbye to Anna and book my passage home.

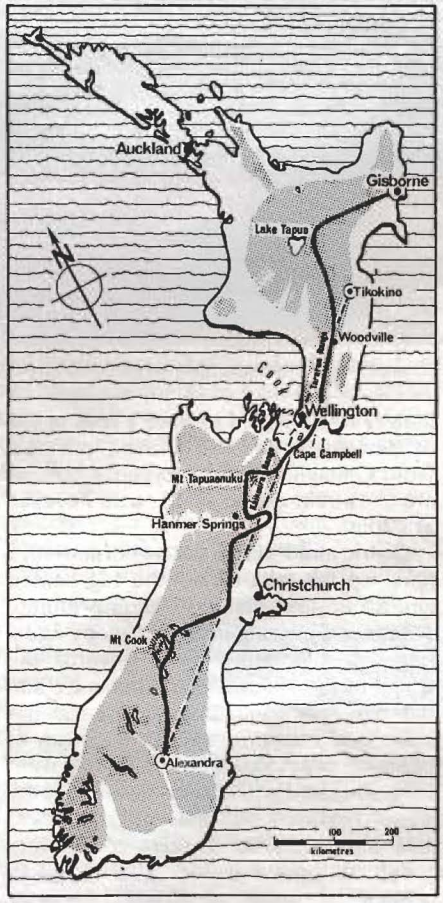
When I arrived home I had, instead of loving kisses, remarks like — "Do you realise Billy Walker flew from Five Rivers to Erewhon — the westerlies are on and thank heavens you are home." At this point I should say that Dick, having turned sixty in May, had arranged to take long service leave of up to two months from the company to go to Alexandra to walk and explore the old gold mining areas and, more important, to do some gliding and wait for the right day for a distance flight north.

Waiting for the wind to blow

Alexandra with its gold mining past and good climate is an ideal place to wait for the wind to blow and it was on the same day in mid-October that Marnie Holthouse, Ray Lynskey and Dick and I arrived. On our arrival the westerlies disappeared.

During the next few days very severe storms swept over New Zealand with unseasonal snow and very cold temperatures. The storms lasted for several days so it was a considerable surprise when Henry Hill from the Weather Office in Wellington rang with a good forecast for Sunday, October 31. This broke us out of the gloom of the last week and we hastened to get the Janus into pre-flight condition. Ray also was keen to fly a long distance and he wanted to do a flight which would necessitate a double crossing of Cook Strait.

The challenge of crossing Cook Strait by glider from north to south has tested pilots for many years. The south to north crossing has been done ten times. The first two crossings were by Keith Wakeman in the late 1950s in a Skylark 2 and K-6. Dick has crossed four times and Ivan Evans, David Speight, Bruce Drake and Ray Lynskey



have all crossed once. Many hair raising attempts have been made from north to south but as yet no one had achieved this flight.

As is usual with our pre-flight preparations we ended up by getting to bed late. Sleep was clusive and we were up at 4.00am and on the field as it was getting light. Ray and Marnie were already there closely followed by Don Lamont who was to be Official Observer. Don's enthusiasm was infectious and we all felt brighter for his company. Dick had asked Eddie Loyd to tow with his Cessna 180.

There is an extraordinary tension associated with a long distance attempt. The early morning, the wind gusting, the worry that the air might be turbulent and the grey high overcast sky with a few lenticulars forming downwind of the Dunstans. And there is such a lot to take. Maps, barograph, oxygen masks, emergency location transmitter — emergency food, high altitude clothing, cameras, pencils, drink, bottles and a change of clothes should we reach our destination.

On oxygen for eight hours

First to take-off was Ray in the Nimbus having declared an O/R to Tikokino. We went next having declared Alexandra to Gisborne. We were fortunate to find lift almost immediately off tow — the peculiar surging lift often found below wave. The technique of circling and going forward worked and shortly we went into the wave proper where we climbed to 14 000ft, went onto oxygen and started north. We were on oxygen for the next eight hours.

From Alexandra to NW of Christchurch we had a good run although extensive cloud eliminated much of the beautiful view of mountains and lakes. We maintained a height of near to 18 000ft on this section of the flight and south of Mt Cook called Christchurch Control for clearance into Christchurch UTA.

The cloud gradually became more of a problem as we flew north and approximately twenty miles south of Hanmer we were flying over 7/8 cloud. The wave pattern was not reflected in the upper or lower cloud so we found our progress difficult. The country is fairly inhospitable in this area so at this point we stopped for an hour as we felt that at 14 000ft we had insufficient height to go across the cloud cover toward the Kaikoura mountains forty miles north of us.

After an hour of searching for good lift the cloud decreased and the wave pattern became more evident, so we continued to the west of the Inland Kaikouras. It was exciting to be instructed by Christchurch Control to change to Wellington Control who soon identified us. We felt we were beginning to get somewhere.



A triumphant Helen and Dick photographed after the flight.

Ray Lynskey was well ahead of us in the North Island having crossed Cook Strait. He appeared to have managed the weather in the South Island better than we had although possibly we had a better run in the north island.

Having arrived on the western slopes of the Inland Kaikouras we had very little lift so flew downwind to the lee wave off the highest peak, Mt Tapuaenuku. This lee wave gave tremendous lift and enabled us to climb to 21 000ft at which altitude we started to cross Cook Strait. From this point on the weather changed dramatically for the better. The only moments of anxiety across the water were after we left Cape Campbell, where we were descending at 1500ft/min. Lying east of us and out to sea about eight miles away was an impressive lenticular. We decided to head for this so, with a compass heading of 075°, we reached the lenticular in a few minutes. The lift was fantastic and very welcome, allowing us to cross the Straits at a good height in approximately 15min.

In the North Island there was an enormous lenticular off the Tararua and Ruahine mountains. Dick trimmed the Janus at 125km/h and we flew alongside this giant for 150 miles without stopping.

We were requested by Wellington Control to change to the military base radar at Ohakea and shortly after the change were told by Ohakea that Ray would be visible to us on his return from his TP. He saw us pass overhead 10 000ft above him but we did not see him.

Dick has had the Janus equipped with VHF and HF radio and he used VHF on the flight while I was in contact through HF with many gliding enthusiasts throughout the country. There was Don Lamont at Alexandra and Noel Jones in Nelson. Noel's support always adds a lot to each flight due to his long association with Dick's record attempts over the years as does also the support of Dave Prankherd, Ted Ashwell and Des Renner.

Peter Lyons radioed on VHF to tell us that the wave looked very weak north of Hastings so we followed the primary wave system to about fifteen miles east of Taupo where we stopped to assess the situation, gained a bit more height and set off downwind for Gisborne.

At Taupo it was tempting to go on to Auckland which would have been possible but this would have cost us the declared goal. Also Ardmore from Alexandra is not quite as far as Gisborne is from Alexandra.

It was a great thrill to arrive at Gisborne and before landing it was good to receive kind messages from people at Matamata. On landing we received a very warm welcome and much needed help from the Gisborne Gliding and Aero Clubs and the Air Traffic Controller. Without the support of many people these flights would not be possible and our last thanks go to the retrieve crew of Ray and Bruce Drake, Ray Lynskey and Yvonne Loader for getting the Nimbus and the Janus safely back home again.

OUT OF THE FRYING PAN . . . !

By MENTOR

Ever since he started to learn to glide Frank had been worried by it. It nagged at him; he thought about it often in the wee hours when the sleepless brain is in turmoil and all seems to be despair. It was his nightmare but he never let on — at least, not to his instructors.

It may have started when he picked up one of the old issues of "Accidents to Gliders". Spinning is not dangerous unless . . . !" read the caption. And there was this picture of a Swallow or something smashed to bits in the long grass. Or it may have been the day he overheard another pupil describe the sensations as ". . . horrible. Fair turns you up!" Whatever it was Frank knew very well that he was scared of spinning. It wasn't too bad high up, after an aerotow, when there was plenty of space below him. He didn't *like* it. Hardly anyone did, not even the instructors, but he supposed they got used to it. *He* didn't *want* to get used to it and was glad when they said he was OK, and he hoped that was it. Except that he couldn't help thinking about how much height you could lose, so very quickly! And of course there was all that emphasis on speeding up before the final turn. "Don't want to spin off the final turn, do we?" Sounded quite jolly, put like that, but to Frank it sounded like the knell of doom — spinning off the final turn.

Panic — darkness

So when he came to go solo Frank was thoroughly psyched up about it. The *final turn* — precursor of the spin — of sudden awful whirling of sky and ground and trees and grass — panic — darkness. And still no one spotted his fears. Signed off spins, wasn't he? Why go over old ground with aerotows the price they are?

The day came for his solo and he faced up to it. He got round it, more or less and no one could guess at his feelings as he forced himself round that dread final turn. Second solo should have been easier. It wasn't. Downwind and he suddenly *knew* that this final turn was *the* one.

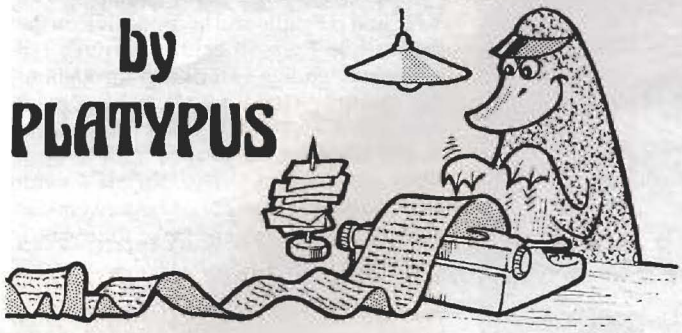
It felt almost as if his brain was shrinking inside his head so that it could hold only one thought. He was at the usual sort of height but this didn't register. In the usual sort of place but he didn't know it. He only knew that in a moment he must do that final turn — the one all his nightmares had been about.

So he didn't do it! Simple as that. He just flew straight on, downwind, over trees and fields, more trees, and then there was a big field smack in front, so he landed!

* * *

This story is based on an actual incident. Instructors — are *your* pupils really ready for solo?

TAIL FEATHERS by PLATYPUS



MICROPUNDITRY

I have just been trying out two soaring games for the ZX81 microcomputer: Richard Brisbourne's* "Thermalgame" and Martin Harris's† "Crosscountry." Both require the 16k extra memory pack. Both load very easily, unlike the ones you buy in shops. The first is non-graphic, displaying only instrument readings (height, airspeed, rate of climb etc) while the second is a graphic display game. "Thermalgame" invites the operator to pre-select weather conditions and vary the level of difficulty (probability of finding a thermal). An important psychological difference between the two games is that in "Thermalgame" the computer waits patiently while you decide your next move, while in "Crosscountry" the little glider relentlessly charges across the sky, which puts the operator under some pressure to do the right thing quickly.

"Thermalgame" has great possibilities both as fun or as a serious study of tactics. As fun it is best played in turn by competing "pilots". One possibility that Richard does not mention is to play the game in "real time" by which I mean that each contestant is timed over, say, a 100km course with a stopwatch; par for the course is about four minutes. This compels you to



Decisions twice every second

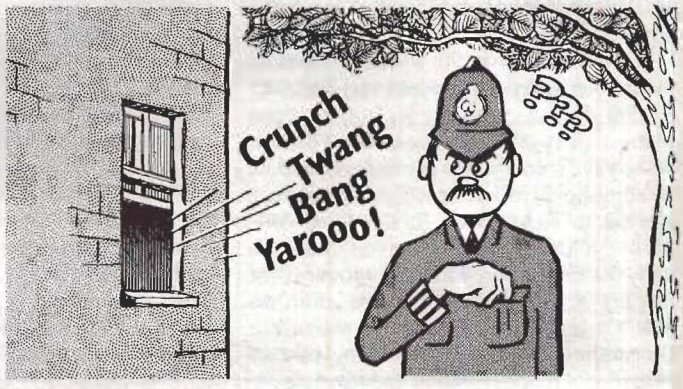
keep your fingers continuously on the keyboard with decisions having to be made *twice every second*. With my reaction times I find myself hurtling right through thermals and on into the ground. Since ZX81s are so cheap, two or more contestants can race simultaneously; you will still need only one tape and one tape recorder to load. That could make for a very noisy and enjoyable party, with the spectators seeing a great deal more of the game than they do in normal gliding.

Martin Harris's "Crosscountry" game is pure fun, with very imaginative graphics. A little tug tows up a glider, then swoops down to land; the "pilot" finds himself presented with a bird's eye view of the glider and one or more clouds, varying in size (*ie* strength), distance from the glider and distance off track. Once the pilot has chosen a cloud, he then sees the glider and the cloud from the side. Provided he doesn't run out of height he judges when the glider is right under the cloud and decides to thermal. Good centring is rewarded by a good rate of climb indicated at the side of the picture. If he fails to reach the cloud or fails to centre he faces a daunting task in getting down in a field without wrapping it around trees which appear on the screen once he gets below a critical height.

Stern rebukes are flashed on the screen as the glider squats in the branches, but of course the pilot and the glider are both fit and ready for another flight immediately. Startlines, finish lines, windsocks, stubble fires, power stations, retractable wheels, full and halfbrake, round-outs on landing, cloud flying and spins are all simulated. However it is not strictly a simulator, since it never gives a pilot's eye view from the cockpit, but God's eye views from outside. The programme, in Basic, is not surprisingly very long and takes over six minutes to load. (Richard Brisbourne's simpler programme is in machine code and only takes two minutes to load.)

ZX81 programmes are of course all in black and white. By some quirk the colour TV set I was last using was turning blue, white, green and then blue again, a nice unintentional touch of gliding's main colours.

The new Sinclair Spectrum and other micros handle colour graphics as well, so I hope to see some very attractive and even



Noises of gliding

more realistic gliding games in 1983. The new machines also have sound, which offers great prospects of the noises of gliding, including the tug, the bleep of the vario, the blare of the undercarriage warning hooter, the crunch of glass-fibre on oak branches, the strangled cry of the Chief Flying Instructor ... And think, all for a fraction of the cost and inconvenience of the real thing! *(See also p35.)*

Platypus shows a distinct list

By the time this is in print the dreadful ritual of (apologies to my Scottish friends and relations) Hogmanay will have swilled itself into oblivion and hundreds of New Year's resolutions will have been made, no doubt many of them likewise on their way to oblivion by now. However, Platypus, being a person of very active conscience (and so he should be, ED.) devoutly believes in New Year's resolutions — or even in quarterly or weekly resolutions if that conscience has got overstimulated. Here are my resolutions, for what they are worth, for 1983:

- ★ To fly regularly enough during the winter not to have to approach the first flight of the new season with quaking knees
- ★ To do the C of A before May
- ★ To get the radio working properly for the first time in yonks
- ★ To get my total-energy variometers to sing out messages that are broadly consistent with each other and with what the airspeed indicator, the altimeter, my eyes, stomach and seat of pants are collectively trying to tell me (that will be the day!)

* 27 Severn Drive, Hindley Green, Wigan, Lancs.
† c/o London Gliding Club, Dunstable Downs, Beds.



Flying during the winter

★ To have the courage to fly by the speed ring for a change.
★ To read the rulebook properly before entering a competition
★ To read the rulebook properly before *organising* a competition
★ To rewrite the rulebook
★ To keep all those promises I am always making to take people up in our two-seater
★ To stop making people sick with fright in the two-seater
★ To keep the glider at all times as clean as if I were going to sell it
★ Sell the glider

Platypus takes on an even bigger list

While we are making lists (I love making lists, particularly those



Making lists

intended to remind me to do useful things. However, I usually lose or forget the list, unless I put on a *second* list a reminder not to lose the first list, and so on . . .), here is my little list of loves and hates:

LOVE	HATE
The sight of my nearest rival struggling at 500ft while I'm at cloudbase.	The sight of my nearest rival at cloudbase while I'm struggling at 500ft.
Emerging from the top of a cloud the right way up, pointing in the right direction.	Emerging from the bottom of a cloud the wrong way up and pointing in all directions in quick succession.
Swooping in on finals to see that none of the other contestants has arrived.	Finding one has swooped in on the wrong airfield.
A thermal smack over the TP.	!@*? Where is the *!?@ turn point?
The first thermal of the season.	The first landing of the season.
The first cross-country of the season.	The first field landing of the season.
The yawstring on my canopy.	All other instruments.
Gin-clear visibility.	Standard British murk.
Gin-clear gin.	Water, except as ballast.
Task setting.	Meteorologists.
Tasks.	Task setters.
Final glides.	Final glides.

First Impressions or Do You Fly Before You Buy?

Having advertised one of my vast fleet of soaring machines for sale I was hauled out of hibernation a few days ago to introduce the glider to a group of prospective purchasers from another club. After weeks of lying idle it was good for the poor beast to get a much-needed wash and an airing (I mean the *glider,* not me). It was a lovely hill soaring day and all the visitors had enjoyable flights, though with what result I do not yet know. To consider buying a glider only after flying it first is, of course, entirely normal practice. I imagine 90% of would-be purchasers do the same.

But it occurred to me that I must be quite eccentric in that over the course of 24 years I have had shares in 13 gliders (dear me, it's the first time I've ever totted that up) and in every single case the purchase or a firm commitment to buy was made *before* I flew the glider. The real truth of the matter is that I don't trust myself with anyone else's glider (though I am happy to let pretty well anyone else fly mine) and I tend to assume that if the experts say a glider performs well and is not actually lethal then I'll just have to learn to like it, regardless of first impressions. If I was very large or very small — one of our visitors was colossal — I'd want to check it for comfort and ease of use of the controls, but being sort of average, I never bother.

Perhaps it is just as well. My first impression of the Dart 17R in 1966 was fairly alarming, when after a few minutes I inadvertently discovered its propensity to spin when I was only 300ft over the Dunstable Golf Club's bar. I don't think the stockbrokers in their plus fours, or whatever they were wearing while downing their gins and tonics, realised what a narrow escape they (and I) had that afternoon. Had I decided never to fly a Dart again I would have deprived myself of five years of splendid soaring. As it was, my savings were already locked up in it and I just had to adapt my hamfisted flying technique to suit the idiosyncrasies of that *marque.* On my first flight in the next purchase, a Std Cirrus, the beautiful controls gave me such an illusion of performance that I got out of reach of the club and in no



One visitor was colossal

time was trying out the tiny airbrakes into a ploughed field. I hated the little Cirrus, no doubt unfairly, ever after that.

Come to think of it perhaps it's just that kind of thing that explains why prospective vendors never offer me a test flight before they see my money . . .

Two stories to emerge from last year's Open and Standard Class Nationals

THE STUFF THAT TALES ARE MADE OF



MARTIN CLARKE didn't think he stood the risk of being arrested and his possessions confiscated when he entered his first major competition last summer, the Standard Class Nationals. But this is just what happened when Martin, a 35 year-old optician from the Peterborough & Spalding GC who has been gliding 2½ years, landed away from Booker. Read on . . .

There are places you may go; places you may not; places you shouldn't go — but do; and lastly places you definitely wouldn't have gone had you known that you shouldn't — especially having just suffered a nasty attack of the galloping press-ons.

Flying in the 1982 Standard Class Nationals at Booker, I was consistent; that is I started badly and then rapidly deteriorated. Thus having turned Hungerford railway station late in the day, only the last smouldering remains of a stubble fire beyond Welford offered hope.

Better than the golf course

Welford is a disused airfield. It's marked on the map as such and nothing in **UK Pilot** will cause you to think otherwise, so after 40 minutes scratching around from 400ft, bang on track, flat, with an unobstructed peri' track, it was much more attractive than the adjacent field with a 20° slope or the nearby golf course. (I'm none too keen on Dunlop 65's ricocheting off the canopy.)

Welford is a disused airfield. **Wrong.** Welford may have been disused once, but not now. Now it contains lots of nasty things that go bang in a big way, and the guardians thereof are none too keen on vistors! This was apparent when, after landing, three jeeps arrived and discharged a posse of American Military Policeman, in a variety of sizes and colours, but all looking as though they were made by the same firm that did Stonehenge. The Lootenant (I know it isn't spelt that way, but they made it sound as if he rented a Lavatory) advised me to remain in the cockpit until the Captain and Cavalry arrived. (For Cavalry read: Crash tender with lights, gongs, horns etc — the whole lot going. I tell you if Mr Lee landed-out, wheels up, in a Phantom it couldn't have created more interest.) Welford you see, is split into three distinct areas: admin, accommodation and the bomb compound. I had landed in the bomb compound.

What he'd been waiting for!

Captain America was small, keen and lacked a sense of humour. In the two years he had been there, nothing unusual had occurred. When I arrived — well you can imagine; I was meat and drink for the lad. Christmas had come!

CA (Captain America): "Do you know where you are Sir?"

Me: "Yes Welford." (I'm useless at thermalling, but oh boy can I navigate.)

CF: "Why have you landed here?"

Me: (Lengthy explanation as to why a nearby field which **was** *on fire, but is not now, might have been "working" is to no avail, so I am arrested and we all traipse off to the Guardroom.)*

Now everything that goes into the bomb compound goes in by road. **Everything.** And it's all signed in and out, so when CA arrives with me sandwiched between a couple of the Likely Lads, the gentleman in the compound gateroom hadn't signed me in, and now he had to sign me out, and he hadn't come across this one before. Eventually, someone is sent out to Greenham Common to bring the correct form, and we are let out. By the time we reach the guardroom the lads guarding the glider have noticed that not only is it dripping, but it is also ticking.

The guardroom is advised. We all return to the aircraft. Barograph, cameras, maps, films are confiscated and back we go to the guardroom, where CA proceeds to telephone lots of people to whom he feels sure I would like to talk to: the local constabulary, the colonel in charge, an American intelligence officer etc, not to mention filling in a rapidly increasing pile of forms.

AIO (American intelligence officer): "Were you not aware that this is a restricted airfield?"

Me: "It isn't as far as the current air maps are concerned."

AIO: "Show me".

He looks at the quarter million maps with the task on, changes colour, and starts muttering.

AIO: "What are these cameras for?"

Me: "To photograph these places so as to prove that I went there."

AIO: "Couldn't you just tell people you were there?" (Obviously doesn't realise what nasty suspicious minds TP photographic assessors have.)

AIO: "Did you take any photographs of Welford?"

Me: "No, but I have to photograph the tailplane on the ground for film indentification."

AIO: "If you do that, we shall have to confiscate your films." (They did anyway.) Any mention of Welford being photographed from either ground or air seemed to give him nervous palpitations. I thought it best not to tell him about the task on the last day of the Open Class Nationals.

AIO: "Where is the nearest civilian airfield?"

Me: "Wycombe Air Park."

AIO: "Where were you heading for?"

Me: "Wycombe Air Park."

AIO: "Why didn't you land there?"

Me: (Answers on a postcard to The Ed, Sailplane . . .)

I won't bore you with all the intermediate details, (I've sent those to Brian Rix) suffice that after two hours I was allowed to phone for "Peapod," my erstwhile crew, who duly arrived to a welcome from two large Military Policemen who confiscated his tobacco pouch! Nothing else, they searched the car interior, the boot, the engine compartment and David himself, and took his pouch. (Funny thing was no one looked in the trailer. You could have had 1500lb of TNT in there, but no one looked.

By and by, we were allowed with the car, trailer, and six MPs (all with enough hardware to give them backache) to go and derig the glider. We then returned to fill in yet more forms — you wouldn't believe the number we completed.

In retrospect, it was amusing, memorable etc, etc, but at the time, in the middle of your first Nationals, being arrested,

searched, having cameras, maps, films etc, confiscated (£51.00 in all), not to mention the problem of replacing them the following morning before briefing, was not so funny.

So please Mr Competition Director, the **Competition Handbook** *is* clear about what daily briefing should include, and not everyone knows about Welford. Or at least they didn't.

Anyway, when we eventually got out seven hours later, the MP on the gate bid us farewell with what must have been the remark of the year — "Goodbye Sir, have a nice day!"

BACKSTAGE INITIATION ON PHOTO INTERPRETATION

TRISH WATSON takes us behind the scenes at the 1982 Open Class Nationals

"How goes it Trish?" asked Carol and Chris Day from their supper table. Shaking I grasped for a chair.

"Unbelievable" I said. "Quite unbelievable. I started with the film from two of our British Team pilots and both are out of the quadrant — in fact 180° off!!"

Carol's face slowly relaxed. "I'll come and help you after supper — you have a thing or two to learn about PI m'dear." Understatement of the year . . .!

Every kind of problem

That night (yes night, not evening — it took us five hours) the TP photos for Day 1 of the 1982 Open Class Nationals were examined by Carol and me. Perhaps it was fortunate that for my initiation we encountered "the lot" by way of problems, as the visibility had been poor to boot.

The 180° off problem was not a problem — just a matter of holding the frame the right way up. Naturally I had assumed that like my own TP films one read from left to right, beginning with the startboard and ending with the glider's number. Ha, Ha! Some pilots have their cameras mounted upside down, some sideways on and the hand-held cameras produce any combination. On most days at least one of the 50 films had no identifying tail fin. A wingtip in the frame is a real help in orientating the photo — BGA Competitions Committee please take note.

After briefing the second morning seven pilots were on the mat to explain their photos. Now one, seemingly decent bloke, couldn't accept the 5% penalty we knew was inevitable for him.

Pilot: "The TP is in the frame so what's wrong?"

Me: "You are not in the quadrant."

Pilot: "But I was turning to the right and so I must have been just here in the quadrant."

Me: "You might have thought you were in the quadrant – please pinpoint on this Ordnance Survey map your position when photographing."

Pilot: "Certainly, I was exactly **here**" triumph in his voice.

Me: "See here where the correct quadrant is in relation to your position."

Small voice accepts the fact.

Another pilot thought he was OK to snap the wrong bridge in the right quadrant, albeit 6km away in a neighbouring town. After all, he confessed, had he gone to the TP he would surely have had to land because it was raining there at the time.

All very abstract

By Day 3 Chris Day, director, was softening up a little in his attitude to these penalties — "After all this is not a photographic but a gliding contest . . ." But you might think from some of the more abstract and blurred frames that pilots thought it was. Perhaps my interest in abstract art let one honest looking pilot get away with his photo of St Peter's Church, Shaftesbury. It wasn't like anyone elses photo, just a maze of lines, a patchwork of pastures with a hint of a hump on the skyline which could have been Shaftesbury hill. He had obviously tried and in fact conned me into identifying this lane here as that line there, see it has a bend just here etc, etc . . . Good for him. Burning the candle at both ends was beginning to tell on me.

Then just as I was getting things taped (bed before midnight) all but two pilots landed out on a 300km task. Half the films were still to come at 2300hrs. The scorer, Ken Simpson, was groaning for his job can't be done until all the films are cleared, and we prided ourselves on the scores being ready for 0930.

Tim Hill (film processor) and myself, eyelids propped open with matchsticks, struggled on through the night, laughing weakly at stupid jokes like the pilot whose landing was so heavy his cameras both flew open so what should he do now? Pathetic! But we did the job in time.

It gets easier with experience — John D, Martyn, George, the same few pilots' films set the standard for correctness each day. Then the lean, keen corner cutters like Bernard, Mike, Angus (and even Ralph, *ie* when he is sorely pressed as on the final day), tend to click before the quadrant. But only those who have made the British Team invariably produce the vital evidence on their second film if not their first.

Mike should get a medal for chatting up the PI personnel. He told me how best to do it, what new equipment was invaluable (*eg* a large window pane against a Zimbabwian sky, or did he really mean all that stuff about an X-ray viewer and blown-up frames or something?). His quiet line in fast talk succeeded in distracting thoughts about his dubious photo and I wonder occasionally when my conscience gets the upper hand if I should have enjoyed his champagne party so much . . . Carol did not arm me for this contingency!

His glorious hour

The best sport of the Comp was one Throssell. On the final day his speed was better than George Lee's! But his glorious hour went unacknowledged for he had a 5% quadrant penalty. And he took it like a lamb. And Bernard had to stomach having thought he won on handicap, but then it wasn't a handicapped competition, was it?

I'd do the job again if asked. But I'd make sure I had put aside the day after the Comp to recover. This Nationals final day's task had finishers crossing the line at 1930hrs, prizegiving at 2100hrs and our backstage team working on well into the night. Poor Tim had to commute to London next morning, but he is willing to take on the *scoring* next time! Wonders never cease.

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INTER-CLUB LEAGUE 1982

MIKE JEFFERYES

More than twenty references in the Club News section of the August and October S&Gs indicated the extent of the activity, achievement and enthusiasm in the Inter-Club Leagues during 1982. Many weekends gave only one contest day and yet several of these days gave excellent tasks.

Of particular note is the South Eastern League in their first season. A 311km task was completed by all three Pundits, one Intermediate and one Novice-three other Novices exceeded 230km. It's good to see that the three clubs in their League achieved a field of 12 competing gliders with one Pundit, on Intermediate and two Novices from each club, fulfilling one of the major aims of encouraging the early cross-country pilots.

The Eastern League met on five weekends. One was a complete scrub, the other four gave one contest day each, the best being at Dunstable when four Pundits completed 311km, four Intermediates 234km and three Novices 119km.

We must learn something from this . . . The most important lesson we have learnt is the folly of lax control on TP films. Late in the season three clubs were neck and neck and scrutiny of the films suddenly became important. Several faults were identified and penalties awarded, but other films had not been submitted and so scoring became difficult, emotional, expensive (in petrol) and exhausting (in late nights).

We therefore intend to exercise strict discipline over submission of films in 1983. Without this careful analysis some pilots will not discover the failings of the TP technique until their 300km claim is rejected.

1982 Inter-Club League Final. We were invited to Booker for the final to be run alongside the Booker Regionals on September 4-5. Owing to the doubts as to whether all the competing pilots could be handled, the decision was only confirmed and circulated to all the Leagues on August 15. In the event the facilities set-up for the Regionals amply coped with the League final. Very many thanks to Booker for a well organised Comp and a most enjoyable weekend.



Brian Spreckley presenting the trophy to Mike Jefferyes.

Unfortunately communication through the Leagues was not fast enough in all cases and the South Eastern League after such an energetic first season were not represented.

The 1983 final is provisionally planned for September 3-4. Confirmation of the date and venue will be circulated by July 31 and published in the August issue of S&G.

1982 Champions. The results of the 1982 final show Essex to be the winners by a knock out, coming first in all three Classes. Many thanks and congratulations to everyone who helped throughout the season to achieve this position. And thanks to the BGA for taking the Douglas trophy out of the vaults to be used as the new Inter-Club League trophy.

Long Mynd for the Rockpolishers came second, one place higher than in the 1981 final — will this trend continue?

Rule changes for 1983. Several rule changes have been proposed, discussed heatedly and voted upon. Two rule changes have resulted:

1. Rule 5 has previously restricted Novices to flying gliders with a 96% handicap or less. This has been shown to have two disadvantages:

a) A minority of clubs have great difficulty finding Novices with gliders in that category.

b) Sport Vega, Jeans Astir, Libelle without ballast are permitted, but other Standard Class gliders are not.

There was much support for setting 100% as the overall limit, but this again places an arbitrary distinction between certain Standard Class gliders and others and makes no allowance for future developments. Instead it has been agreed as far as possible to use the current Class divisions.

By majority vote rule 5 has been changed as follows: "Pilots flying in the Novice Class may fly **any** Standard Class glider. They may also fly gliders of any Class with a handicap of 100% or less. However, Novice tasks must be set to give any lower handicap participants a reasonable chance of completion."

2. New rule. "In the event of a draw at the end of the season, or in the Inter-Club League final, the winner will be the club with the greater points on the daily 1000pt scores."

Suggested new rule. "Participants in the final should have represented their clubs during the season." This rule was not adopted owing to the difficulties of finding pilots at short notice to travel large distances.

Note: It should be emphasised that the "rules" are in fact only guidelines and may be altered at any time by agreement between all participating clubs in any League.

I will be circulating the current rules to all Leagues in February, together with 1983 competition dates, but for a further copy, send a sae (foolscap or larger) to Mike Jefferyes, 15 Sycamore Way, Chelmsford, Essex CM2 9LZ.

Other changes for 1983. A new League appears to be emerging with RAE Farnborough and RAF Odiham. Is it true that the Portsmouth Naval GC might get involved? Further north suggestions of Service participation have been overheard at RAF Syerston.

Many thanks to the East Anglian League for the invitation to attend their meeting in Cambridge in November when plans for 1983 were laid. One item of note was their intention of avoiding the worst of the crop-field season in June and July. The 1982 15 Metre Nationals in June sent several tasks over East Anglia where the shortage of landing fields was quite evident.

1982 Leagues

Southern: Wycombe Air Park, Lasham Gliding Society, Bristol & Gloucestershire, Swindon; **South Eastern:** Kent, Southdown, East Sussex; **Rockpolishers:** Cotswold, Midland, Herefordshire, South Wales; **East Anglian:** Cambridge University, Essex & Suffolk, Norfolk, Peterborough & Spalding, Rattlesden; **Midland:** Stratford on Avon, Enstone, Weston on the Green, Avon Soaring Centre and **Eastern:** Buckminster, Coventry, London, Essex.

Inter-League Final Day 1.4.9, 167.4km △

1st Essex (15pts)			Tot Pts	Lg Pts
Pundit	M. Jefferyes	DG-200	863	5
Intermed	P. Gill	Dart 17R	615	5
Novice	J. Ley	K-6E	899	5
2nd Midland (10pts)				
Pundit	C. Alldis	Std Cirrus	631	3
Intermed	C. Ellis	Oly 460	591	4
Novice	P. Taylor	K-8	601	3
=3rd Cambridge University (8pts)				
Pundit	P. Baker	Cirrus	0	1
Intermed	D. Linford	Skylark 3	15	3
Novice	M. Smith	Skylark 4	637	4
=3rd Stratford on Avon (8pts)				
Pundit	D. Findon	Nimbus 2C	647	4
Intermed	G. Kelly	Libelle	0	2
Novice	L. Thorn	Skylark 3	245	2
5th Booker (4pts)				
Pundit	B. Fletcher	LS-4	614	2
Intermed	M. Hutchings	Libelle	0	1
Novice	G. Brown	Libelle	0	1

"EFULS"

JOHN LEONARD puts forward some practical techniques for those who agreed with Paul Minton in his article, "Learn by Experience", October issue, p213, that the conscientious instructor might profit by occasionally putting himself on the receiving end.

Unlike Paul I'm not qualified to instruct in gliding but in 18 years as an industrial training specialist I have used the following technique quite frequently to correct adult trainees with good results. Perhaps some of it might "read across" to gliding.

The situation is that an adult in your charge has committed an error, fallen below acceptable performance standards or (*eg* in gliding) done something potentially dangerous. You, the instructor, are disappointed, irritated and determined to put it right. But how?

1 Maintain self-esteem (E)

Don't use your temper and authority. Don't threaten the trainee's sense of competence or self-worth. Words like "stupid", "abysmal circuit", "sloppy sideslip" relieve **your** feelings but are often taken as a personal attack. In that event, you provoke defensive behaviour which tends to obscure the facts, cause breakdowns in communication, confidence and co-operation. The trainee may just stop listening. It is not necessary to go the other way into false praise. It **is** necessary to set a climate of calm, objective assessment which implicitly treats the trainee as a responsible adult and assumes you have common objectives — to improve.

For example: "That was quite a reasonable attempt for a first five hours and (not *but*) I imagine you are as concerned as I am about the effects of a long flight on circuit discipline?"

2 Focus on specific events (F)

Don't confuse the facts with the trainee's personality. Establish **what** occurred, and then **why.** Encourage the trainee to set out the facts as he saw them and compare with your own observations. Establish, first, areas of agreement before identifying contentious areas.

A key skill here is to keep that word "you" out of the discussion, using neutral phrases which do not imply blame.

For example: "We saw the aircraft enter a normal circuit, then circle halfway down the circuit until it drifted out over the farm. At that point it straightened up towards the field, turned left, flew an arc in base leg/final position, *apparently* low, and cleared the boundary fence by an estimated 18in. Is that correct?"

3 Understand (U)

It is essential to establish what the trainee **thought** he was doing and transmit understanding of his position. Note that "understand" does not mean "agree". It simply means a concern to find the reasons or causes of the events.

For example: "Now, what triggered circling in the circuit? . . ." and "What factors caused the arc to the left and not a straight-in approach?"

4 Listen (L)

You can't understand the trainee's reasoning and judgment processes unless you *do* listen. Listen for "content", that is facts, observation, what was seen, heard, and done. Prod if need be — but *not* sarcastically. Remember Kipling — "What? When? Where? How? Who? Why?"

Listen also for "emotion". Few actions take place in the head alone. How did the trainee **feel?** Does the half-stated "feeling" indicate a responsible regret, a careless negligence, over- or under-confidence, or what? Insert the **you** now as a preliminary to action.

For example: "When you straightened, what was your gut feel?" ". . . and when you saw the other aircraft?"

5 Set Objectives (S)

It is essential to agree what, **exactly** what, needs to be improved, and to communicate to the trainee the specific level of performance he will need to achieve to be satisfactory.

At this stage there should be a fair degree of consensus and very often no difference of opinion. Once in a while the instructor may have to exert authority. A simple and effective way is simply to say "I want xyz" (Ah, but . . .) "I understand. I want xyz".

For example: "OK, I think we have agreed that you will be much more careful in future after a long flight. Specifically, I want to reassure both of us — and incidentally maintain club discipline — by doing some out-of-position dual circuits and I want a safe final turn and airspeed each time. Agreed?"

"EFULS" is not the only technique for correcting trainees. It does not work all the time with all personalities and situations. You may not like it. You may not have time to apply it fully on a busy club flying day. Why not just apply the good old-fashioned "rocket"?

Well, why not? There is nothing in the procedure that prevents you applying the "rocket" (or anything else you find viable) *afterwards,* if need be.

"EFULS" is adult, objective, and reversible. You can apply tougher methods subsequently without loss of face. You can do some of it or all of it.

Can you do any of these things with the "rocket?"

Please note the Club News deadline for the next issue is February 8.

RING US WHEN YOU GET THERE

DAEDALUS (FATHER OF ICARUS)

A quick dash to Shoreham, should take about an hour, aerotow retrieve, and Alan could do it after lunch. Cross-country completed, Silver C in full at last and from there on the sky's the limit.

After spending the previous day gazing sadly at the windsock stretching to break free from its mooring, the wind had dropped and today just had to be the day for my attempt. Pundits were launched in the wide blue and disappeared rapidly, each bent on their 100, 250 or 500km tasks. No hesitating for them, just release and off they go. The clouds looked definitely promising, building up to large fluffy masses in steady streams.

My turn next at the launch point. "All out", and I was away, following the tug into the sky.

"Get up to cloudbase, settle down, and then off you go. Ring us when you get there." With these words from an instructor echoing in my mind I followed the tug as it turned lazily upwind, climbing steadily. The visibility looked good and the clouds were forming into streets, at an angle to my intended direction but maybe I could use them.

Zero sink

I rummaged in my mind for something about dolphin techniques — 100kt in zero sink for considerable distances. Glancing at the placard it shone back at me like a neon sign; Max 144kt, Rough Air 76kt. It would have to be rough today. All right 75kt in zero sink to Shoreham! Meanwhile the tug was doing a cross between a tango and the military two step up front and all thoughts of my trip were dismissed as I endeavoured to stay behind it.

"Don't forget the 1% rule" came thudding into my head, "1500ft and off you must go". The altimeter was reading 1510ft. Looking over my shoulder to see if anyone had noticed I pulled off and up to the left, straight into a tight but smooth 5kt thermal — which I lost after two turns!

"Mark the trace idiot" I told myself, so with airbrakes out I circled slowly downwards until after 100ft or so I noticed another K-8 coming towards me.

"No" I cried, "I'm thermalling in 2kt down, find your own circle of sink." He must have heard me as he started to circle some 200 yards away. "Ah ha!, a marker for me — so that's how the pundits do it." Joining him in his right hand circle (I wonder why I always seem to circle to the left so much better?), we both proceeded to cloudbase at 3300ft.

"Right, settle down, you're there. Now where's Alton got to — Ah, there it is." My map lay on my knees, neatly folded with five routes for Silver C distance — you can't say I wasn't prepared! Peeling off like a lone squadron of F111s, I hurtled at 60kt towards Alton, some 3/4 miles distant. Having got this far (a miracle already) a thermal was found; only two up but I found it all by myself!

Cloud shadows

Retrieving the 400ft I had lost I felt much more comfortable — I could find a thermal and use it! (Maybe being able to see the airfield had something to do with it.) After a few minutes circling I saw the bowl in the Downs where Petersfield should be. It was there all the time, I hasten to add, I just couldn't see it at first. Amazing things these cloud shadows, I never thought it possible to lose a sizeable town due to them. I reached Petersfield with 2000ft on the altimeter without having to stop again. A nice smooth flight so far, this cross-country lark was quite easy once you have the knack! Time elapsed so far, 18min, terrific. If I could keep this up Shoreham and that 50km would be mine in about 45min. Hello, now what the devil is that vario up to? **Seven down!** Nose forward, more speed, more speed. The K-8 hurtled downwards for all the world like an elegant green and white brick and the altimeter started running rings round itself. Three fields looked promising, better get ready and start having a good look round at them, I just *may* need them! Thank goodness for that smoke, it takes the guesswork out of the wind direction at least.

Let's see, wind OK, no slope, wires, high obstructions or animals. Ah well — I suppose things were going too well. Into a circuit at 850ft, opening out slightly, over the sewerage farm, turn onto . . . wait a minute, lift! I immediately stuffed the wing down and was rewarded with a magnificent ¼ up on the vario.

I must hold on to this, I must hold on to this, I must . . . ½ up. I must hold on to this, carefully now. So it went on until a respectable 2kt up was showing. "Let's see now, enlarge the circle, experiment slightly, find the core . . . tighten up." Four up and away we went again towards the heavens.

"What's that noise, sounds like a train — up here?" I realised that it was only my heart pumping adrenalin round my body by the bucketful.

"It's okay" I tell myself, "I only chose that field, just in case." Back at cloudbase, this time 2500ft, I allowed myself the intense pleasure of breathing normally instead of through clenched teeth. "That sun's hot — "I'm sweating like mad!" "Right, now slow down, it's OK."

"What about Alan?" a voice comes back, "he wants it next." My reply was colourful but basically consisted of my colleague being told he would have to wait. (All right, so you may not talk to yourself but I do!) I drifted aimlessly for a couple of minutes until my mind unscrambled itself into some sort of order again.

Let me see, follow the Downs, a quick dash over the top and you're still there, safe and sound and with your completed Silver C. Setting off again I now realised that the cloudstreets were at an angle to me of about 60%, so the only way I was going to make it was to hop from one to another. OK nose down, into sink, cross the blue, into lift, nose up under the clouds, nose down etc, etc . . . Jumping from street to street I was making very good progress and not losing *that* much altitude!

Patch of blue

In front of me now was a large patch of blue so I eased my way towards the Downs; the hill lift might prove useful. The K-8 suddenly shook itself and dropped like an express lift — "Oh no, here we go again — eight down and steady as a rock." Nose down to 70kt — vario showing nine down. Nose down to 80kt — vario showing ten down. I suddenly realised I was flying very fast (for me) in heavy sink — straight towards the Downs! I must be mad, pull the nose up I told myself.

My instructor's voice came winging into my cockpit — "When in sink increase speed to fly out of the area of sink as quickly as possible." He's got his Silver C and his Gold so he must know

what he's talking about. OK nose, down you go a bit more.

Then 86kt came up on the ASI with, I'm horrified to see, 12 down on the vario. Look for fields, look for fields. Two looked OK — ease towards the hill. "Use the hill lift" I had told myself, great choice that was — pundit after today indeed! With the hill not working I was left with one choice, the brown field or the striped one — I chose the striped. A long circle at 1000ft showed no sign of any obstacles hidden or otherwise.

Keeping what to me seemed a long, long way from my chosen field I entered my circuit. Straighten up from the final turn — into lift! I have never been more sorely tempted than to try and work that spec of lift, but my instructors (bless every last solitary one of them) had indelibly imprinted it on my mind that you don't — so I didn't. So 400ft, forget the altimeter, in I go! It was at about 150ft I noticed the wire!!

Nasty, evil, little thing, stretched out across my path. A solitary telephone wire running between two poles; one in some woods to my right, the other standing above an overgrown hedge to my left. Thank God my circuit was half decent and I was using half brake.

Mini beat up

With a professionalism I only later felt I lowered the nose, opened to full brake and did a mini beat up of the field and shot under the wire with 20ft to spare. The swishing of the grass on the wheel stopped, the wing lowered itself to *terra firma* and a piercing quietness settled around me, broken only by the ticking of the barograph.

I had made it! Shoreham receded into the background as the satisfaction of my first field landing overtook me. I will not bore you with my five hour wait for a retrieve, sitting in a cowshed with three men, two dogs and 316 cows, drinking hot, sweet tea from an old enamel mug.

My mistakes should be clear for all to see from the foregoing, however now I have a slight idea of what to expect I won't make them again. To any local flying pundit I would say give it a go — after all, when did *you* last see the inside of a cowshed??

So, Shoreham or Tarrant Rushton or Keevil or South Marston or anywhere else over 50km away — watch out, because I'm coming to see you!

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WITTER TOWING BRACKETS

Novice Drops in on a Monastery!

BERNARD SMYTH

Little did I realise when I set off on a cross-country from Lasham to Goring and Salisbury Cathedral that I would end up having lunch in a monastery. But that is what happened during an inter-club mini-comp recently when I was taking part as the Nympsfield novice.

All went well until I was approaching the first TP. But ahead the sky was nothing but clag. A brief foray into the clag to a blacker looking bit produced only a minor "peep", so I went back to a likely-looking playing field I had seen nearby. It was a cricket pitch with a concrete wicket in the middle and nothing much on the approach side. So in I went . . .

No sooner had I rolled to a halt than a car laden with a family and a monk arrived on the scene. Once they had ensured that I was all right, photographs were taken, children were given "turns" in the cockpit and we were chatting away when more monks turned up.

It transpired that I had landed in the grounds of Douai Abbey, a Roman Catholic monastery and school at Upper Woolhampton. One of the monks took charge and offered me use of a phone, saying: "You'd like some lunch too, no doubt, while you're waiting for your friends."

Hasty thoughts of bread and water went through my mind as I was on the phone to Lasham. But no, after a quick introduction to the Abbot, who made me welcome, I was ushered into the lofty dining room for tomato soup, roast pork and "banana boat". All washed down with home-made cider.

As I put my soup down on the table I thought I recognised the table mat picture. Yes, that was it — Salisbury Cathedral. "I'm supposed to be over that taking a photograph of it," I told my host. "You could take that mat back with you!" he joked.

In no time his excellent directions had brought my crew to the abbey's gates and the K6E was de-rigged.

"Roast dinner and cider," roared the crew when I told them how I had spent my time. "We've had a rushed sandwich and squash."

Now here's a thought. As I was having lunch my host asked if glider pilots were like tramps (yes, thought I). But he meant in the sense of having secret signs that let other glider pilots (or tramps) know that a place is "good" for a free meal. I assured him that this was not so — even though I was the second glider pilot who had dropped in at the abbey. The other chap had arrived in time for Sunday tea.

But it's not a bad idea . . . **"The Gliding Good Food Guide".** Perhaps I'll get to work on it. Any places to recommend?

KENT GLIDING CLUB'S NEW MEMBER!



The Kent GC have adopted an Andean Condor, the largest bird of prey in the world, as a mascot. Called Sonia, she is the first to be successfully reared in this country by London Zoo who are running an animal adoption and sponsorship scheme to help maintain the animals at this Zoo and Whipsnade Park. Our photograph shows Ed Smith, centre, and John Reeves, right, of the Kent GC receiving their certificate of adoption from Peter Olney, London Zoo's curator of birds, watched by Sonia.

ANNUAL STATISTICS — OCTOBER 1, 1981 TO SEPTEMBER 30, 1982

GLIDING CLUBS	AIRCRAFT				LAUNCHES	HOURS	CROSS-COUNTRY Kms	FLYING DAYS		COURSES		MEMBERSHIP	
	Club 2s	Club 1s	PO	Tugs				Total	Soaring	No.	Pupils	Flying	Non-Flying
ALBATROSS	1	1	0	0	432	51	0	20	7	0	—	16	9
ALTAIR	1	0	3	0	936	102	280	49	13	0	0	12	4
ANGUS	3	2	3	0	4055	524	503	112	45	—	—	52	24
AQUILA	2	0	7	1	1915	400	5030	85	40	1	6	35	—
AVON SOARING CENTRE	2	2	3	10	1875	1407	8341	190	118	—	—	43	—
AVRO	4	2	0	0	3965	529	300	110	29	0	—	138	44
BATH & WILTSHIRE*	2	2	22	2	4196	1574	7000	122	76	0	—	100	10
BLACKPOOL & FYLDE	2	3	16	0	4208	1913	600	118	77	0	—	114	25
BOOKER	7	4	70	7	10 000	12 200	100 000	280	100	22	120	310	2
BORDERS	2	2	7	1	2711	514	N/K	112	49	0	—	63	3
BRISTOL & GLOUCESTERSHIRE	3	3	26	2	5361	2979	6640	216	157	23	157	179	29
BUCKMINSTER	2	2	14	1	3344	1050	7455	160	103	19	58	104	0
CAIRNGORM	2	0	5	0	700	135	500	50	30	2	11	26	6
CAMBRIDGE UNIVERSITY	3	3	27	2	8077	3375	36 211	206	107	9	47	195	107
CONNEL	3	2	0	0	2830	748	1300	110	93	0	—	45	0
CORNISH	3	2	8	0	2262	693	297	97	47	20	109	73	23
COTSWOLD	3	2	25	0	8939	2529	3782	188	126	3	24	160	80
COVENTRY	4	3	48	4	6315	3867	39 732	167	63	20	106	287	73
CRANFIELD	1	1	13	2	1214	651	3168	83	30	—	—	80	0
DEESIDE	3	3	10	2	2671	2657	3000	196	145	4	32	90	2
DEFFORD (RSRE)	2	2	1	0	1628	200	—	54	25	6	100	35	15
DERBY & LANCS	4	2	24	0	6036	1920	5400	159	108	11	150	137	56
DEVON & SOMERSET	2	3	17	1	6830	2047	18 643	94	85	6	45	153	85
DONCASTER	3	3	18	2	4236	1310	9290	126	68	—	—	123	—
DORSET	2	2	4	2	3968	556	—	103	29	0	0	116	10
DUMFRIES*	2	0	4	0	652	133	298	76	42	—	—	18	3
DUNKESWELL	2	1	2	3	3542	309			79	15	75	26	2
EAST SUSSEX	2	2	11	1	3444	1052	5200	144		2	11	116	39
ENSTONE	2	1		1	5000			120	35	12	60	70	5
ESSEX	2	2	23	1						26	155	167	7
ESSEX & SUFFOLK	2	2	10	2	2370	1234	7630	131	53	—	—	91	0
HAMBLETONS	2	4	2	1	3050	2474	1570	130	108	0	—	112	0
HEREFORDSHIRE	3	1	23	2	2523	1643	10 500	183	91	26	69	75	—
HIGHLAND	2	2	4	0	2721	452	506	102	61	—	—	41	5
IMPERIAL COLLEGE	0	3	0	0	683	295	2000	300	200	3	15	60	—
INKPEN	2	1	4	1	1966	890	2742	139	76	13	21	70	—
KENT	3	3	25	2	11 432	7659	6250	270	162	28	280	250	50
LAKES*	2	1	5	1	2066	683	—	42	32	9	79	57	6
LASHAM	7	9	110	4	23 000	8000	200 000	300	200	65	224	700	150
LONDON	5	4	71	6	14 109	7081	N/K	N/K	N/K	28	166	328	84
MARCHINGTON	1	0	14	1	1430	690	1500	100	39	1	12	66	4
MENDIP	2	2	9	0	3699	711	1650	138	68	—	—	78	0
MIDLAND	3	3	22	1	11 288	3905	9449	218	169	30	280	204	62
NENE VALLEY	2	0	1	0	1061	114	0	43	16	0	—	17	0
NEWARK & NOTTS	1	1	6	0	4194	562	1337	101	45	0	—	60	0
NEWCASTLE & TEESIDE	2	1	7	0	1413	444	100	92	40			32	6
NORFOLK	3	2	25	2	3427	2173	15 471	219	79	8	32	137	29
NORTHUMBRIA	3	2	24	1	3286	714	1900	119	65	4	24	91	36
NORTH WALES	2	1	1	0			150	56	30	0	—	46	2
OUSE	2	1	11	1	1938	658	3000			0	—	75	5
OXFORD	2	3	10	0	3761	1092	9500	106	52	0	—	95	5
OXFORDSHIRE SPORTFLYING	2	0	0	1	N/A	773	N/K	207	N/K	0	—	25	—
PETERBOROUGH & SPALDING	2	2	12	2	1248	626	7006			—	—	61	0
RATTLESDON	2	2	7	0	3218	460	500	94	59	1	5	54	0
RIDGEWELL OATLEY	3	2	2	1	1940	202		123		—	—	35	2
ROYAL AIRCRAFT ESTABLISHMENT	2	2	5	0	3982	1302	8022	98	54	—	—	50	12
SCOTTISH GLIDING UNION	3	4	35	2	12 005	6927	8754	290	276	29	205	254	20
SHALBOURNE	2	1	11	0	3647	680		114	36	—	—	78	0

ANNUAL STATISTICS — OCTOBER 1, 1981 TO SEPTEMBER 30, 1982

GLIDING CLUBS	AIRCRAFT				LAUNCHES	HOURS	CROSS-COUNTRY Kms	FLYING DAYS		COURSES		MEMBERSHIP	
	Club 2s	Club 1s	PO	Tugs				Total	Soaring	No.	Pupils	Flying	Non-Flying
SHROPSHIRE	0	0	13	1	605	1042	11 900	85	64	0	—	31	1
SOUTHDOWN	2	3	20	1	6610	2580	6615	186	53	—	—	197	56
SOUTH WALES	2	2	19	1	3141	1274	N/K	143	48	4	24	94	7
STAFFORDSHIRE	1	2	3	0	2180	443	315	94	68	1	10	64	6
STRATFORD ON AVON	3	2	17	2	5204	1164	4350	130	21	3	30	116	10
STRATHCLYDE	2	2	0	1	1089	230	401	77	18	—	—	63	—
STRUBBY	2	3	5	0	3643	348	184	128	43	0	—	65	4
SURREY & HANTS	0	11			2659	1309		300	200			232	58
SWINDON	2	2	10	1	4207	956	7500	150	N/K	—	—	85	9
TIGER CLUB	0	0	1	3	68	25	0	8	2	0	—	9	0
TRENT VALLEY	2	3	17	0	6301	1380	10 754	112	52	—	—	93	1
TYNE & WEAR*	2	0	0	1	80	25	200	19	8	0	—	7	0
ULSTER	2	1	7	1	1350	622	1600	110	63	0	—	42	0
UPWARD BOUND	3	0	1	0	2235	266	136	57	32	cont prog	15	25	0
VALE OF NEATH	2	0	11	0	2865	573	3400	107	86	4	40	36	0
WELLAND	2	0	3	0	2446	226	53	75	35	—	—	27	11
WEST WALES	3	0	3	0						0	—	52	0
WOLDS	3	1	10	1	5740	1019	3800	159	48	3	30	110	13
YORKSHIRE	3	5	35	3	7886	5284	17 500	336	310	24	230	267	28
CIVILIAN CLUB TOTALS:	179	153	1042	92	295 108	116 635	631 215	9338	5088	485	3057	7940	1345
*No Statistics received Last year's figures used.													
ARMY GLIDING ASSOCIATION													
KESTREL	2	4	4	1	4910	996	4635	167	98	0	—	96	45
SOUTH WEST DISTRICT (Wyvern)	2	4	9	2	7490	1827	13 325	149	73	4	48	96	0
ROYAL AIR FORCE GSA													
ANGLIA	2	2	5	0	4645	671	650	110	60	—	—	64	0
BANNERDOWN	3	3	5	0	8457	1653	12 473	138	47	—	—	112	10
BICESTER	6	5	17	4	16 350	6527	48 171	243	112	12	252	284	8
CHILTERNS	2	3	0	0	5760	1062	4500	134	59	0	—	79	10
CLEVELANDS	2	4	11	2	4255	1495	15 600	133	102	0	—	170	0
CRANWELL	3	3	8	1	8153	1645	8490	112	26	0	—	130	0
FENLAND	3	3	4	0	4866	1181	4899	131	42	0	—	83	0
FOUR COUNTIES	3	4	10	0	6548	2024	24 466	96	68	0	—	112	0
FULMAR	2	3	0	0	3800	560	885	85	60	—	—	58	0
HUMBER	2	2	4	0	4815	943	1516	102	55	0	—	50	0
WREKIN	3	3	9	1	5417	1062	4300	150	102	0	—	91	0
ROYAL NAVAL GSA													
CULDROSE	3	2	3	2	3279	448	530	78	11	1	11	46	1
HERON	3	2	4	1	1200	650	2000	80	55	0	—	40	0
PORTSMOUTH NAVAL	4	3	1	6	3477	826	750	103	31	1	20	130	10
OVERSEAS													
CRUSADERS	3	2	0	0	3581	496	0	126		2	20	72	0
PEGASUS	2	3	1	0	2750	650	7000	80	35				
PHOENIX	3	4	3	0	4834	920	2200	79	37	—	—	88	0
TWO RIVERS	2	4	3	0	4396	1148	6021	115		—	—	50	—
SERVICE CLUB TOTALS	55	63	101	20	108 983	36 784	162 411	2411	1073	20	351	1851	84
CIVILIAN CLUB TOTALS	179	153	1042	92	295 108	116 635	631 215	9538	5088	485	3057	7940	1345
GRAND TOTAL	234	216	1143	112	404 091	153 419	793 626	11 949	6161	505	3408	9791	1426



A



B



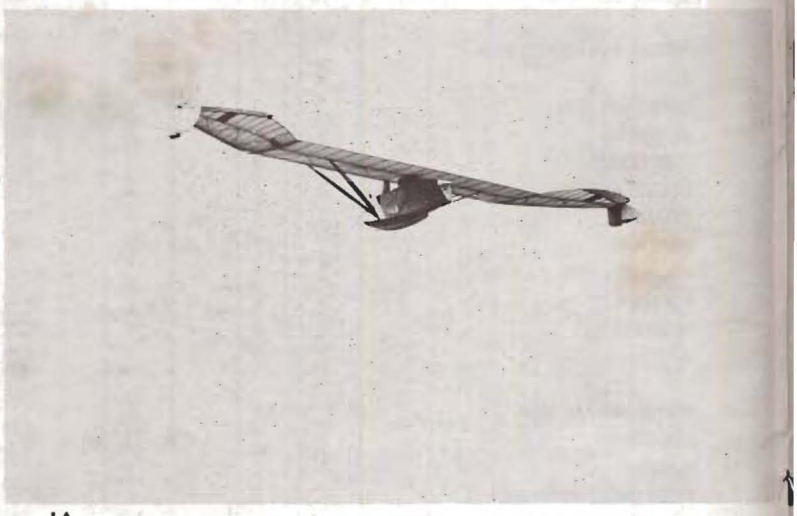
E



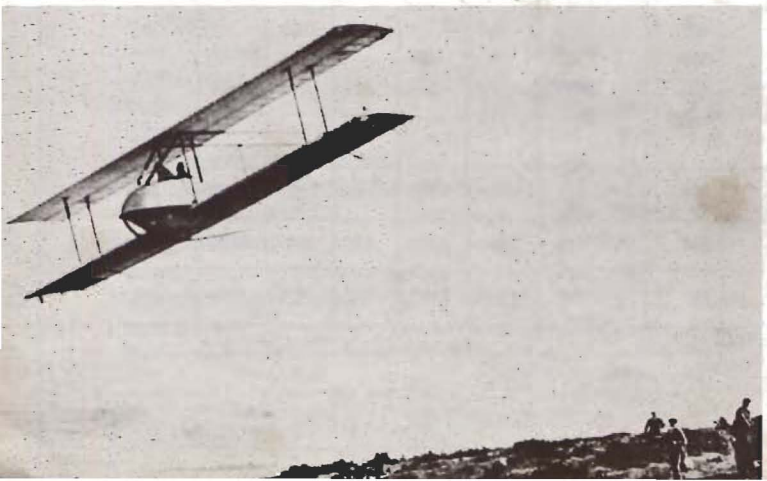
F

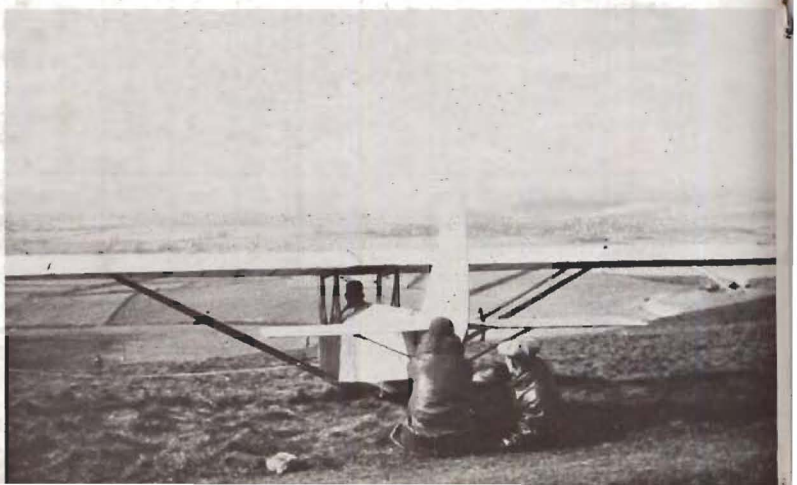


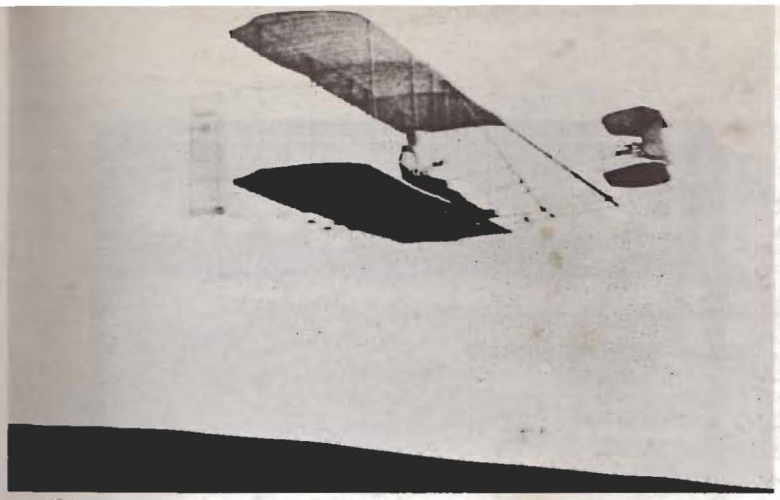
H↑ L↓



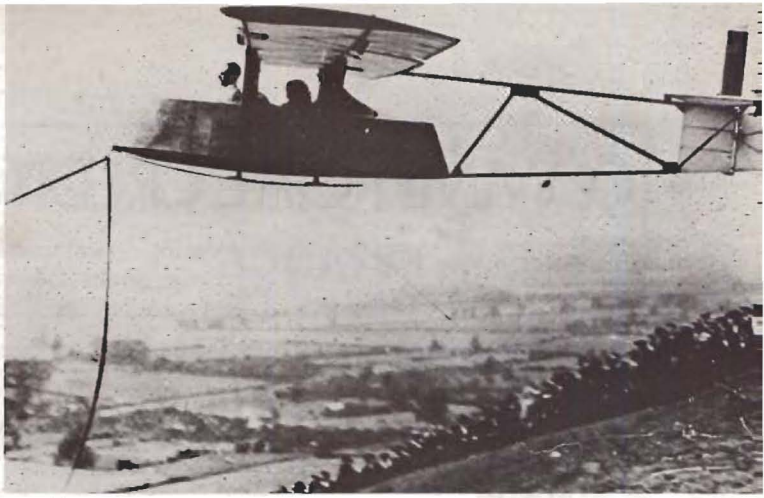
I↑ M↓







C

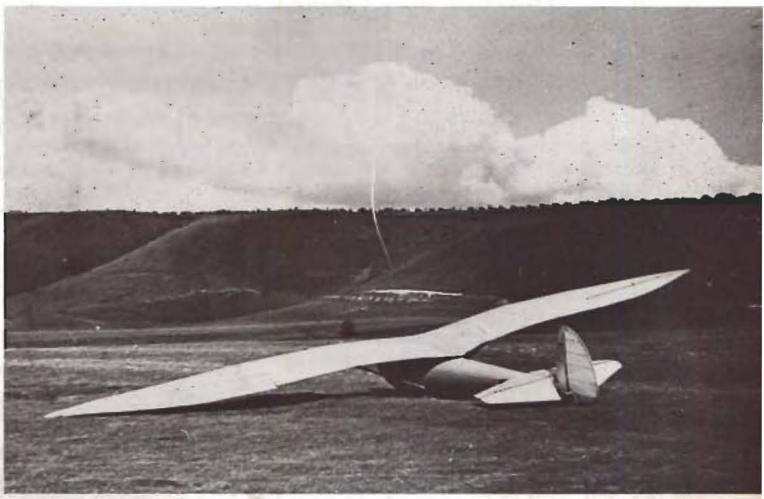


D

NOSTALGIA 2

The second of our collection of photographs from the BGA archives, this time kindly identified by Peter Fletcher

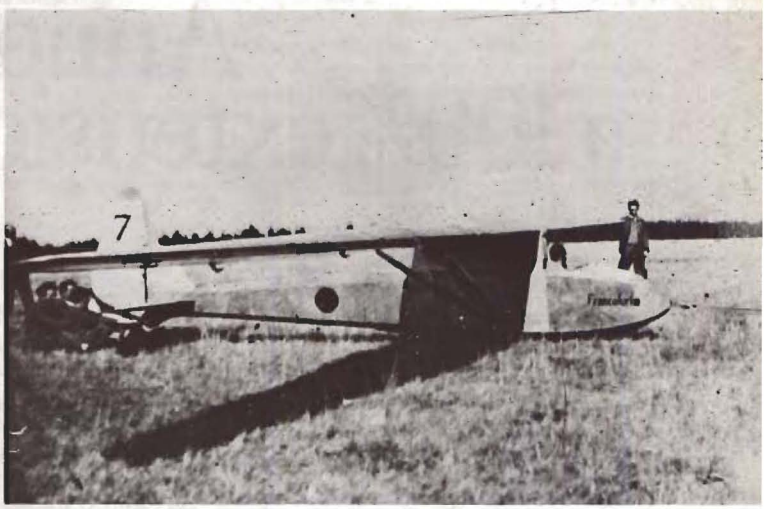
A. BAC 111 with the modified outer wing panels. **B.** José Weiss's glider being flown at Amberley Mount, Sussex. Control was by weight shift. **C.** A Wright-type glider, pre 1914. **D.** A Poppenhausen two-seater being launched from the Beacon slope, about 1930, before the London GC was established. **E.** A collection of Daglings. **F.** A Fafnir at the Wasserkuppe. **G.** Geoffrey Stephenson's Kite, about 1937. **H.** Doc Slater flying a Cadet at his old school, Abbotsholme. **I.** Lippisch Storch from which the Messerschmitt 163 Rocket Fighter, designed by Lippisch, was developed. **J.** José Weiss with a derigged glider at Amberley Mount — possibly the first "away landing". **K.** Probably a Professor sailplane. **L.** Anthony Fokker's two-seater, 1922, which was known as the "Camera driven Fokker" due to his mania for publicity. **M.** Prüffling being launched at Dunstable before 1935 — the clubhouse had yet to be built. **N.** A. Zoeling. **O.** A meeting at the airfield owned by Lyndsay-Everard, MP, believed to be at Ratcliffe about 1938.



G



J↑ N↓



K↑ O↓





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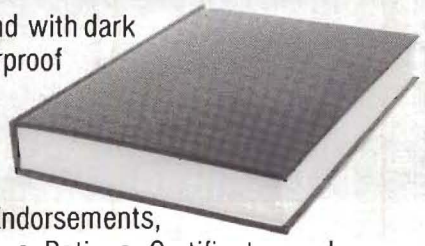
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SATELLITES AND GLIDERS

BILL NICHOLSON, an astronomer at the Royal Greenwich Observatory, Herstmonceux, warns of a strange gliding hazard. He is not personally involved with the SLR project, his interests being well outside the solar system

At the Royal Greenwich Observatory, which serves as an unmistakeable turning point to the south of Herstmonceux, the astronomers are well advanced with a project which is going to have a small side effect upon gliding activities. This is the Satellite Laser Ranging (SLR) project which, as its name implies, uses a laser beam to make observations of artificial satellites in order to learn more about the Earth and its atmosphere.

The laser beam poses a hazard to persons in overflying aircraft since it may not be "eye-safe". At first sight one might think that this should not affect gliders, since they only fly in the day and astronomers observe at night. However, the SLR device will also operate in daytime and so we will have to be aware of it.

The equipment will be used to measure the distances to satellites in orbit around the Earth. It will do this by transmitting pulses of green laser light to the satellite, which is fitted with retroreflectors to return as much light as possible to the sender. By detecting and timing the returned "echo", the astronomers can determine the distance to the satellite to within one inch. The pulses of light have to be very short (they last for only 150 millionths of a millionth of a second) and the beam emitted towards the satellite will be narrow, with a width of less than 20ft at a height of 5500ft.

This combination of short duration and small width means that each pulse is very bright, even though the average light output of the system is less than that of a domestic 40 watt lamp bulb. Anyone in a glider looking down the laser beam could suffer permanent eye damage, probably in the form of a blind spot on the retina. No such accident can happen unless the pilot or passenger is within a few feet of the direct line between the telescope and is at the same time looking in the general direction of the telescope while the laser is operating.

It is very unlikely that all these conditions will be satisfied. Nevertheless, the possibility of an accident does exist and must be guarded against.

Ringmer gliders below the beam

In order to do this, a radar system will be aligned with the laser beam, and the laser will be switched off whenever an aircraft is detected in the radar beam. For practical reasons, the observations will not be made below an angle of about 20° to the horizontal, and thus gliders at Ringmer, with a height limitation of 3500ft, will be well below the beam. But after passing Hailsham, where the height limitation is 5500ft, gliders come well within the cone of operation of the beam. Apart from the question as to whether or not gliders, particularly wooden ones, can be detected by the radar, the lock-out system may not be effective at very close range and so the astronomers are seeking approval from the CAA to declare a restricted zone (up to a height of 5000ft) of one-mile radius around the Observatory — in particular from the dome containing the laser. Such a restriction is not very onerous upon powered aircraft, but it will affect glider operations in the area.

One could argue that since the laser needs clear skies in which to operate, conditions when gliders are unlikely to be over there, the needs of astronomers and glider pilots are mutually exclusive, but there is no guarantee that laser operations might not be taking place. However, from outside the restricted zone it may be possible to see whether or not the laser dome is open, and hence the laser could be transmitting — if the dome is closed the laser will not be operating (or if it is that's not your worry). Before the system becomes fully operational, the astronomers have to convince the CAA that the radar safeguard will be effective. This may take some time yet, and meanwhile it may be worthwhile becoming familiar with the precise location of the installation.

The Observatory is based upon Herstmonceux Castle. The telescopes in their domes are spread around the castle, with a complex of modern buildings to the south-west of the castle. The laser installation is in a small building surmounted by two white painted domes about half way between these modern buildings and the Castle itself. The smaller of these two domes contains the radar installation. The other dome, containing the laser, is of unusual design in that, whereas most astronomical domes have a vertical slit with shutters that open sideways, this dome opens like an eye, with two segments opening about a horizontal axis. This makes it easy to see whether the dome is open and hence whether the laser is likely to be in use.

But since the operation of the system is entirely predictable, from the astronomer's point of view, a simpler and more reliable method of checking on the laser operation will be to phone the Observatory beforehand. There is no need to do this as yet, but before operations begin some simple routine can be devised between us and the astronomers.

50 YEARS AGO – Editing S&G

A. E. SLATER

Throughout 1932 S&G had been edited by Frank Entwistle, who had been the meteorologist at the Itford contest in 1922, helped to start a gliding group in the RAF in 1923 and by 1932 was installed in an office in the Air Ministry, from which he edited the magazine fortnightly after its founder, Thurstan James, had to give it up. We all looked forward to lots of useful meteorology, but got practically none: evidently in his official position he dared not go outside the standard textbooks, which contained nothing about thermals, or the life history of cumulus clouds, or secondary cold fronts, or — least of all — lee waves.

Later that year a big Fairey monoplane, beautifully streamlined, was waiting on the East Coast to try for the world's distance record, and Entwistle had to go along to do the forecasting. Suitable weather took a long time to come, and what with his other duties Entwistle had to give up the editing and asked me to take it on, as I had already written a lot for the magazine, and my first fortnightly issue came out on February 3, 1933. We started off well with reports of lectures in thermal and other high performance soaring techniques by Wolf Hirth, who had been invited by the London GC to come over and give them just after Christmas.

The work entailed

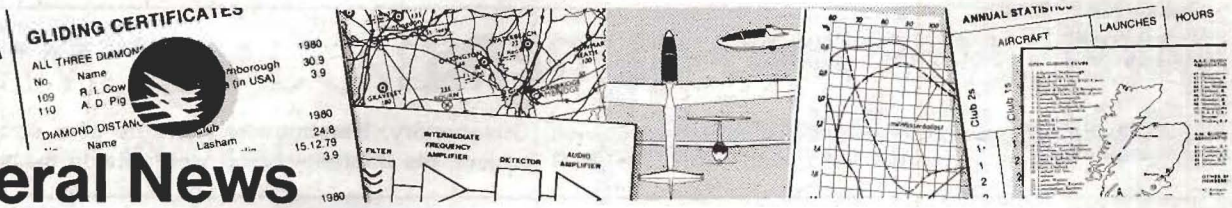
Hardly anybody seems to realise how much time editorial work entails; many people seem to think that all an editor does is to take something out of an envelope and put it into another one addressed to the printers. Actually the fortnightly issue of 12 pages took 32 hours. The record was the issue of December 1938 which included two long translations and took 80 hours' work.

It being 1933, I was at once launched into gliding politics. *Gordon England's policy of trying to attract a subsidy by means of a glorified office had made the BGA bankrupt, but it raised £500 from a Derby sweepstake promoter in return for permission to use the BGA's name on the tickets, whereupon the Public Prosecutor and the Director of Civil Aviation, who were on the Council, resigned; by late summer this money had gone too, and S&G was published monthly; but that is a later story.

As to editorial experience, I had once, from 1908 onwards, edited a family magazine every few days during our summer holiday in Anglesey, discovering even then that, though most people can spell, few can punctuate.

*Chairman of the BGA.

BGA and General News



BRITISH TEAM FUND

Grateful thanks to the following for their generous donations to the team fund: C. C. Lyttleton, B. J. Willson, C. G. L. Mec Masterman, L. Rotter, M. Hudritt and P. A. King.

We are negotiating with a potential sponsor for the 1983 Kitty Competitions. There will be Kitty weekends in April and May at the Yorkshire, Coventry, London, Lasham, Bristol & Gloucestershire and Bicester GCs.

A poster will be sent to all clubs announcing the dates for each event. The first prize for the 1982/3 Kitty Competitions will be a flight to the World Championships and, subject to agreeing sponsorship, there will be many more prizes which will be listed on the posters.

A team meeting will decide in which Classes the pilots will be flying and we will give details in the next issue.

Mike Pope, *team manager*

SQUAD SELECTION FOR 1985 WORLD CHAMPS

Although the 1983 World Championships at Hobbs are yet to take place it is already time to start planning for the 1985 contest at Rieti.

The team will be selected in September, 1984 from the 1983/84 squad plus the 1984 Champions if not already in the squad; the method of selection will be announced prior to the start of the 1984 season.

The 16 pilots in the 1983/84 squad will be evolved this autumn and will consist of

— 1983 National Champions and the runners-up.

— others (as necessary to make up a total of 16) as selected by a voting panel of 40, comprising the 12 top pilots in each Championship Class plus the four 1983 team pilots.

3rd Feminine Gliding Championships

The event will be run this year by the Belgian Aeroclub; no further details are available on going to press but will be announced by the organisers shortly.

Would any interested pilot please contact the BGA office for guidance on how to progress their application.

Ted Lysakowski, *chairman BGA Competitions Committee*

GLIDING FOR THE DISABLED

In the last issue, p274, we reported on the RAFGSA taking delivery of a T61G motor glider to give gliding experience to the disabled. It will be based at Bannerdown GC at RAF Hullavington but in addition to being used on this site, the programme for 1983/84 includes flying disabled people from the Birmingham, Manchester, Blackpool, Newcastle, Nottingham, Norwich, London, Portsmouth, Bournemouth, Plymouth, Bristol and Bath areas.

If anyone is interested in the service as a helper or as a guest, please contact Peter White at 48 Greenlands Road, Peasedown St John, Bath, Avon, tel Radstock 32736.

Peter, the organiser of the NationGlide venture which raised money towards the glider and pooled their resources with "Opportunities for the Disabled", would also like to thank everyone who has contributed in some way to the success of the project.

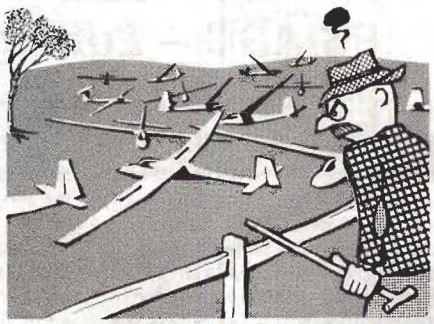
DIAMOND CELEBRATION FOR BOOKER COUPLE



Tony and Anne Crowden, a successful husband and wife gliding partnership with one third shares each in a Mosquito A, gained their Diamond heights on consecutive days at Aboyne. Tony climbed to 23 100ft on September 28 and Anne followed the next day with 21 000ft.

They started gliding in 1976 when they went on courses at the Long Mynd and are now members of Booker GC, Tony having amassed 450 and Anne 150hrs.

BGA MAIL ORDER



Ever wish you were better informed? — you need a copy of the BRITISH ISLES AIRFIELD GUIDE, a directory of used and disused airfields throughout the country, complete with fold-out map for only **£2.20.** The farmer needs a copy of BRITISH GLIDERS, a comprehensive listing of sailplane registrations and identities used in the U.K. for **£4.20.** You can both get them from us!

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FATAL ACCIDENT

There was a mid-air collision at the Blackpool & Fylde GC's site, Cock Hill Farm, on Saturday, November 20, between a K-6E and a Skylark 3G.

The gliders were hill soaring with the cloudbase at 1500ft or so; there were fragments of cloud below this. Evidently the gliders were unsighted to each other until too close to take avoiding action. The Skylark lost 10-12ft of wing in the collision but the pilot was able to land back at the site. The evidence suggests that the K-6 sustained critical damage to the rear fuselage and tailplane; it dived vertically from a height of approximately 1000ft agl. The pilot, Stan Billington, was killed.

W. G. Scull, *BGA director of operations*

CHANGE OF DATE

The Western Regionals at Nympsfield will now be held from June 11-19 and not June 4-11 as previously planned.

CHURCHILL AWARD

Nominations are invited for a gliding project to capture the Churchill Award for 1983. The annual award of £100 is available to individual pilots for organising projects of some kind of research into gliding or related subjects such as meteorology.

Full details and entry forms are available from the BGA office and the closing date for the receipt of entries is April 30.

Barry Rolfe, *BGA administrator*

A SPANNER TO BLAME

The recent inquest into the death of Andy Gough, who was killed when giving a flying display in a Blanik at RAF Brize Norton on June 12, heard that an investigation of the glider revealed a small spanner beneath the rear cockpit floor. It was adjacent to the elevator control transverse lever on which there was a fresh witness mark.

It was considered likely that the spanner had temporarily jammed the control during the initial part of the inverted manoeuvre, preventing full stick forward movement and allowing excessive speed to build up.

The corroded spanner was of East European manufacture, but not from a Blanik tool kit, and had probably been in the underfloor area for a very long time. The official RAFGSA statement said that there was no record of work requiring the use of such a spanner since the aircraft was manufactured, nor was it possible to identify the source of the spanner.

The coroner recorded a verdict of death by misadventure.

Dick Stratton, BGA chief technical officer, warns of the dangers of "foreign" objects in control systems in a recent technical news sheet (8/9/82). He said there were two cases (at least) on record of controls being jammed by tools left in the cockpit area and rear fuselage of gliders and strongly recommends a duplicate inspection after working in such critical areas to make sure nothing has been left behind.

Correction: *No we aren't going back in time to handicapped Nationals as stated in the last issue p275. This should have read "The three Nationals will again be unhandicapped . . ."*

FROM THE SECRETARY'S DESK



Barry Rolfe, BGA administrator

Your Executive Committee spent a lot of time again at their November and December meetings on the continuing problems of Scottish airspace and at the time of writing we are in touch with over 200 MPs individually. We hope to gain not only the best possible solution to the airspace problem at Portmoak but also an agreed appeal procedure which we can use in future if National Air Traffic Services attempt to bulldoze gliding interests without adequate consultation and consideration.

It took much less time but gave us more pleasure recently to homologate a new UK feminine goal and return distance record of 334km set by Ruth Housden in a Libelle on May 29. Incidentally, there are rumblings current in the FAI that separate male and female gliding records may no longer be required — we would like to hear what you think.

You may remember that last August we asked for your opinions on proposals from the Instructors' Committee for amending the Bronze Badge requirements and I am pleased to say that some clubs have responded. The reason which prompted the proposal for stiffer requirements was an increase in the accident rate on failed cross-countries combined with a tendency to regard completion of the Bronze Badge in some clubs as an automatic clearance for cross-country flying. The suggested amendments include a requirement for more soaring hours, field landing practice and navigational training, and will by their nature encourage the use of motor glider training where possible.

Although the regional meetings of CFIs held during the year had produced a large majority in support of the proposals, some of the smaller clubs have since expressed doubts in view of their limited number of club aircraft available for increased training and the extra burden which lack of aerotow and motor gliding facilities will cause to fall upon them. Accordingly the Executive felt that further consultation was necessary before embarking on a major change, and the subject will be debated again at the AGM on March 27 before a final decision is made — so if you have any strong feelings on this topic there is another chance to make your voice heard.

Increase in S&G

Draft accounts for the year ending September 30, 1982 were considered at our December meeting and the Treasurer reported a deficit of £652 on the revenue account. The accounts, a budget for the current year of operation and a proposed subscription rate for 1983/84 will all be put before you in detail at the AGM in Cirencester in March (you will be happy to note that plans at present do not include any increase in the price of S&G this year!).

In conclusion the Executive received a report on the Philip Wills Memorial Fund which currently has a very low cash balance with nine separate loans to member clubs in effect ranging from £500-£5000. The present Trustees, Chris Simpson, Joan Cloke, Keith Mansell, Kitty Wills and Tom Zealley were reappointed for a further four years.

WHITBREAD AWARDS 1983

I am delighted to announce that Whitbreads have once again this year donated a sum of money to us through the Sports Council which will enable us to make cash awards during the year of £25 each to promising young pilots.

The awards are available to any members of BGA or RAFGSA clubs (not ATC) who managed to achieve the Bronze badge endorsement to their gliding certificate before their 19th birthday. The only stipulation is that an application for the award must be made to the BGA office in writing and must accompany the application for the Bronze endorsement to the certificate.

Barry Rolfe, *BGA administrator*

WATER IN THE FUEL

Recently three light aircraft have had engine failure due to water in the fuel, resulting in forced landings with extensive damage.

A Grumman G164D Ag Cat was found to have water in the fuel filters and fuel tank. The filler cap is in the centre of the upper wing and sealed with an "O" ring P/N M83248/1-212 which was swollen and had become rucked up under the cap when it was last secured. In the normal ground attitude about a ¼ to ½in of water can collect around the filler cap and the aircraft had been outside in a thunderstorm prior to the flight.

A Gulfstream America AA5 and a Tiger Moth were both discovered to have water in the fuel, the Tiger Moth having fungal growth in the tank and signs that the water contamination had existed for some time.

CAA comment: We have often highlighted the problems of water contamination, and seemingly must continue to do so.

INTER-UNIVERSITY TASK WEEK

Imperial College and Surrey University GCs are hosting the Inter-University Task Week at Lasham Airfield from August 7-13. For further information write to Ann Dziwior, c/o Imperial College Union, South Kensington, London SW7.

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
109	ASW-20	RAFGSA 27	M	14.06.82 15.00	Chinnor, Oxfordshire	?	N	320	Pilot picked field and after circuit landed on soft, uneven ground causing minor damage to fuselage bottom. Pilot and his CFI later checked field from motor/glider and confirmed surface looked perfectly satisfactory from 800ft.
110	K-6E	1493	S	17.07.82 16.45	Dunstable	41	N	283	Pilot making approach with full airbrake undershot and caught empennage in standing corn stated he could not close the airbrakes due to a bolt on the bottom of the airbrake lever catching in his parachute harness.
111	ASW-20	2778	S	13.07.82 17.15	Great Gransden, Caxton, Cambs	32	N	262	Competition flight. Picked field at 1000ft which had one glider in it and 25min later returned to make approach from 600ft with two S turns. After touch down was pitched 15ft into air after running over 1ft high ridge. Struck ground nose down followed by tail which fractured.
112	Astir CS	?	N	04.07.82 15.25	Dunstable	54	N	320	Glider had flown twice previously during day and on subject flight was at about 600ft on winch launch when pilot heard a "twang" and then noticed stbd airbrake was open. Control was maintained and glider landed without damage. Subsequent examination showed ball/socket joint disconnected at wing/fuselage.
113	Falke	G-BJOZ	S	11.07.82 11.40	Marchington P2	58 27	N N	485 Gldr 1083 Pwr ?	After two circuits overshooting just before touchdown motor glider was on finals for full stop landing with pupil flying. At about 30ft P1 instructed pupil to close airbrakes to check excess rate of descent. Pupil opened airbrakes fully and P1 took control but was unable to overcome pupil and effect a round out as aircraft pitched nosedown to a heavy landing.
114	K-21	?	M	03.07.82 ?	Long Mynd P2	38 14	N M	493 Air exp	At about 400ft on winch launch the rear canopy opened and shattered. P1 was in front seat and was assured by an experienced club member, the passenger's father, that the rear canopy was securely fastened when doing pre-flight checks.
115	ASW-19B	?	S	15.08.81 16.30	Stoke, Cheddington	29	N	220	Competition flight. Picked field where another glider had already landed and 'thought it deceptively easy". Failed to appreciate steepness of slope and did not have adequate airspeed to round out on up gradient resulting in heavy impact which collapsed undercarriage.
116	Kestrel 20	1946	M	22.05.82 18.00	Talgarth	41	N	128	In flight when a loud structural crack was heard. All control functioned but when attempt was made to lower U/C lever was firmly held in "UP" detent but ground station informed pilot U/C appeared down. On landing U/C collapsed and one door ripped off. Weld failure at collar/tube weld of mechanism at wheelbox shaft.
117	Skylark 4	1138	M	11.07.82 15.45	Steeple Bumpstead, Essex	28	N	44	Pilot thought selected field was cut grass with crop lying in lines. Elected to land parallel with lines and on finals saw that lines of crop were 2½ft high and coarser than grass. At roundout stbd wingtip caught piled crop and groundlooped. Crop was oil seed rape.
118	Swallow	1003	S	24.07.82 11.45	Eggesford A/F	35	N	1¼	Attempted to thermal soar on downwind leg of circuit and after losing lift made a further circle to try and find it again. Was too low to clear trees to shorten circuit and flew round them and dived and pulled up to clear hedge. Mainskid caught fallen tree trunk on top of hedge, eroded speed, tipped glider over hedge.
119	K-7	1959	M	19.06.82 ?	Templeton A/F P2	54 ?	M N	360 ?	P2 doing take-off for winch launch. Transition from "up slack" to "all out" snatched with rapid acceleration. Pupil apparently overcorrected to prevent attitude becoming too steep and cable chute deployed. P1 corrected attitude and coincidentally signaller gave a "Stop" signal and control had been passed back to P2. Speed eroded, P1 took control but too late to effect proper recovery. Landed heavily.
120	Mosquito B	?	M	30.06.82 14.30	Rowsley, Derbyshire	37	N	79	After 3½hrs lead and follow cross-country, pilot misinterpreted lead pilot's instruction as to which field to land in resulting in downhill approach and overshoot to next field which was very short. Put port wing on ground and yawed left. Stbd wing hit bush and nose a mound at upwind boundary.
121	Olympia 463	1342	W/O	01.08.82 13.30	Pershore	47	S	18½	Apparently pilot aborted a slow winch launch at about 150ft. The cable parachute deployed and wrapped round port wing 6-8ft inboard of tip. Instructor witness thought nose was not lowered sufficiently on recovery and with weight and drag of chute the glider entered a spin at about 100ft from which it did not recover.
122	ASW-19	?	M	01.08.82 14.16	Dunstable	29	N	121	Pilot was attempting to make a spot landing on a slight uphill gradient using full airbrake and an approach speed of 45kt. A heavy landing resulted.
123	K-6BR	2487	M	16.07.82 14.30	North Weald	34	N	28	K-6BR had landed on downwind side of runway slightly ahead of launch point. Pilot of another glider commencing autotow aborted launch as it was not clear above and behind. Cable parachute deployed and drifted downwind across the stbd wing of K-6BR causing minor damage to trailing edge.
124	Nimbus 15c	2684	S	29.05.82 16.00	North Weald	55	M	250	A low, slow, circuit. Commenced final turn too late overshooting centre line of runway. By now excess speed had been acquired and turn was over ruddered causing glider to skid and with one wing slightly low it groundlooped on touch down in 18in high grass at side of runway.

OBITUARIES

TERRY MCMULLIN



Photo: Michael Bird

Terry McMullin was killed in a car accident on November 17. Dunstable will not be the same without him at work on one of his Super Cubs or pushing it out ready to tow.

He joined the club in the 1950s and owned shares in various gliders from Olympia No. 40 to ASW-20 No. 8. He often preferred to be towing with "Double Oscar" and seemed to be always available to tug at Dunstable, on club expeditions or at contests elsewhere.

His technical skill made a great contribution to the gliding movement. He was a member of the BGA Technical Committee and one of its senior inspectors. His expertise came from employment with De Havilland and his radio speciality developed from early work with Murphy Radio to the design, manufacture, sale and leasing of his TM Series of aircraft radios.

Away from flying, he found time to sail his boat on the Broads, to garden and to cultivate his bees. Our sympathy goes to his wife Margaret and daughter Frances. His generosity, indefatigable work, high standard and stimulating ideas will long be missed by us all.

ALAN YATES

JOHN PRINGLE

It will be with great sadness that the gliding world will learn of the death of John Pringle on November 2 at the age of 70.

His obituary in *The Times* was given almost entirely to his contribution to zoological science, which was his life's work. A Fellow of the Royal Society, he was Linacre Professor of Zoology at Oxford University for 18 years and a Fellow of Merton College; however, many people will remember him as one of the great pioneers of the gliding movement both before and after the war.

He was one of the founders of the Cambridge University GC in 1935; he became president of the club and held this post until shortly before his death.

He made the first flight in one of the earliest club-built gliders, a blue nacelled Dagling, in 1937, and the following year he flew 64 miles for his Silver distance.

During the war he was involved with the development of radar, and AI (Airborne Inter-

ception) for which he was awarded an MBE in 1946. The same year he became chairman of the BGA Technical Committee and resumed gliding by rescuing a glider from a barn where it had been stored during the war, and soaring it for 45 minutes over London — something that would be impossible today!

In 1949 he set a new British two-seater O/R record with a flight of 124km from Cambridge Airport, turning at Dunstable. In July 1960 he gained Gold height, reaching 14 500ft over Marshall's Airfield.

Although John was actively involved in gliding for many years, he had many other interests including painting, woodwork, bee-keeping, gardening, wine-making and canal preservation. He lived life to the full, and all who knew him will remember his warmth and interest in other people's activities. He was one of life's real do'ers and the gliding movement, as well as the many other spheres in which he was active, has been enhanced by his dedication and enthusiasm.

Our sympathy goes out to his wife and children. He will be greatly missed by all who knew him.

NIGEL PRINGLE

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1982
140	F. J. Sheppard	Booker	27.10
141	J. M. West	Surrey & Hants	2.11

DIAMOND GOAL

No.	Name	Club	1982
2/1182	J. G. Kosak	Culdrose	28.8
2/1183	J. C. Johnson	East Sussex	28.8
2/1184	P. J. Woodman	Bannerdown	28.8
2/1185	J. F. Thurlow	Essex & Suffolk	17.7
2/1186	Sally King	Booker	10.8
2/1187	D. B. Almey	Welland	28.8
2/1188	B. Tapson	Cranwell	28.8
2/1189	D. Edwards	Booker	28.8
2/1190	P. Jones	Avon	28.8
2/1191	J. C. G. Owles	Norfolk	17.7
2/1192	D. J. T. Nunn	Surrey & Hants	28.8
2/1193	I. A. Lane	Bristol & Glos	28.10
2/1194	R. B. Woodhouse	Norfolk	17.7
2/1195	Evelyn Dent	Bristol & Glos	28.8
2/1196	T. M. Mitchell	Fenland	17.7
2/1197	C. H. Appleyard	SGU	17.7
2/1198	A. J. Raybold	Imperial College	8.5

DIAMOND HEIGHT

No.	Name	Club	1982
3/537	A. Crowden	Booker	28.9
3/538	Anne Crowden	Booker	29.9
3/539	A. G. Reid	Essex	28.9
3/540	J. J. Russell	Booker	2.10
3/541	E. Rigby	Booker	2.10
3/542	M. T. Collins	Booker	2.10
3/543	I. McLean	Four Counties	2.10
3/544	B. Tapson	Cranwell	29.9
3/545	A. J. Millson	Wyvern	14.9
3/546	A. Henderson	Newcastle	20.10
3/547	C. P. Wills	Vintage	27.10
3/548	P. E. Griffiths	Fulmar	20.10
3/549	T. G. Armstrong	Highland	27.10
3/550	F. J. Sheppard	Booker	27.10
3/551	S. Savage	Portsmouth	2.11
3/552	F. Humblet	Booker	29.10
3/553	J. M. West	Surrey & Hants	2.11
3/554	A. J. Hogg	Bicester	2.11
3/555	V. S. W. Dawson	Bicester	2.11
3/556	R. Pirie	Surrey & Hants	27.10
3/557	M. C. Woodhouse	Dorset	2.11
3/558	R. W. B. Newall	Bicester	28.10
3/559	I. G. Bass	Bicester	28.10
3/560	D. Caunt	Bicester	29.10
3/561	W. H. Bush	Bicester	27.10
3/562	I. Stromberg	Yorkshire	2.9

GOLD C COMPLETE

No.	Name	Club	1982
909	D. B. Almey	Welland	28.8

125	Pik 20b	2412	M	17.07.82 15.30	North Weald	?	N	1700	Pilot decided to land short as landing area was obstructed by other gliders. During hold-off noticed end-on a portable sign "Beware of Low Flying Aircraft" which had been moved from normal position. Tried to lift wing over it without putting other tip on ground but scraped underside of wing 4ft out from fuselage.
126	Pirat	2813	W/O	17.07.82 13.30	Highwood, Nr Chelmsford, Essex	36	S	66	Picked undulating cut hay field with approach over a wood where substantial sink was experienced. Struck tree on approach and crashed into a scrapyard overgrown with nettles and thistles 4-5ft high.
127	Dart 17R	1363	S	29.07.82 13.30	Upper Slaughter, Gloucestershire	47	N	223	Selected field at 1500ft and decided to land when at 800ft. Cut field was at top of long incline with approach directly into 10-15kt wind. 100yds from boundary severe sink experienced. Airbrakes closed, U/C raised but undershot into boundary hedge and wall.
128	K-8	2298	N	27.06.82 16.00	Husbands Bosworth	42	N	3½	After a check flight pilot was cleared to fly the K-8 having soloed on type two weeks previously on a different K-8 fitted with an elevator tab to dampen pitch moments. After T/O got high and in trying to correct developed oscillations in pitch. At low altitude and nose up weak link broke. Pitched nose up and completed a loop landing without damage. Pilot's weight placed CG near aft limit.
129	Kestrel 20	1946	M	11.07.82 11.00	Poynings, West Sussex	41	N	128	After touchdown in a field the glider ran across a drainage depression at 45° to the landing run about 6in deep and 3ft wide. Glider was pitched into the air and commenced turning. On second touchdown from height of 18in it continued to turn through 180°, the ground loop causing damage to the port wing.
130	Grob G 109		M	04.08.82 18.00	Booker P2	31 24	N N	700 Pwr 35 Gldr 28 Pwr 15 Gldr	Check flight. P2 landed slightly tail down and motor glider pitched nose down and the propeller tip struck the taxiway.
131	Astir CS	2200	M	25.07.82 ?	Goring on Thames, Oxfordshire	31	N	32	Picked field when down to 800ft agl and in the "last few feet" saw three wooden posts to the right. Straightened up to land parallel with posts and found electric fence in path. Put glider on ground but unable to stop before colliding with fence, swinging to port and stopping with wire over glider.
132	K-6cR	1222	M	30.05.82 17.00	Aston Down	33	S	24	Ground run and take-off for autotow launch were normal but speed decayed at about 20ft. Launch aborted by pilot and cable parachute deployed over cockpit cover. With vision obscured pilot landed heavily.
133	SHK	2222	M	17.07.82 18.10	3 miles SSE of Shipston on Stour	35	N	355	After rejecting six other fields final choice of cut grass was made at 1000-1100ft. Field was undulating in N Cotswolds and approach was made to land on up slope. After crossing trees and wires on boundary tailchute was deployed in light wind. Insufficient speed for roundout up slope, landed heavily partially collapsing undercarriage.
134	Bocian	2325	M	07.08.82 16.00	Husbands Bosworth P2	36 27	N N	468 4 P2	Winch cable back released when glider was at about 200ft. P1 saw cable parachute rotating and rising relative to stbd wing and took over and vainly attempted to avoid it. 'Chute and cable passed over wing where they remained until landing, then sliding to tip inducing a gentle ground loop.
135	K-6cR	2516	M	14.08.82 15.30	2 miles North of Thedding-worth north of Husbands Bosworth	35	N	20	Glider was aerotowed to 2000ft four miles downwind of site and with insufficient height to return delayed field selection until 600ft agl. Failed to see single strand wire fence until late stage of approach and ran into it.
136	Olympia 460	1177	M	28.07.82 17.45	Falgunzeon	31	N	130	Glider was held off to a normal landing and pilot felt a jolt which pitched glider up slightly followed by second touchdown. Subsequently found that fixed U/C mounting had been damaged by running over the edge of a flat stone 8in dia. 3in thick partially buried in soft, spongy surface of runway.
137	Bocian 1E	1884	M	14.08.82 19.20	Pen-y-Parc North Wales P2	37 21	N N	1774 40 min P2	Instructor was flying and sideslipped on approach to shorten the retrieve. Was late in initiating recovery resulting in a heavy landing. Accident occurred after a "long day instructing without a break".
138	T-53B	1512	M	02.07.82 18.00	Dunkeswell P2	45 ?	N N	600 ? Air Exp	Cable break at 150-250ft. Pilot sideslipped without using airbrakes. On levelling pilot thought he would overshoot. This was confirmed by witness who stated glider commenced turn to right at about 50ft. This continued until pilot induced a deliberate ground loop through 180° to avoid running into fence.
139	K-13	2256	M	22.05.82 17.15	Saltby	56	M	15 min	Pilot decided to abort a slow autotow reverse pulley launch when at height of 30ft and because of close proximity of ground was reluctant to lower nose to gain adequate flying speed. Failed to gain adequate speed and landed heavily.
140	K-18	RAFGSA R 36	M	27.06.82 14.48	Syerston	17	N	9	Stbd wing dropped at start of winch launch and caught in long grass. Glider yawed about wingtip and cartwheeled onto its back.
141	T-21B	1144	M	30.07.82 21.56	Connel P2	54 18	N N	85 Air exp	Landed on runway and continued landing run onto grass towards hangar in failing light. Failed to observe and struck a warning sign in the grass which was edge on to direction of travel. Damage to upper skin of port wing 12in from tip.

142	Bocian	?	M	07.08.82 11.43	Arbroath	52	N	37	Drifted downwind in weak lift after 1100ft winch launch reaching 1500ft. Attempted to return to A/F but at 200ft and 400yds from boundary realised A/F was beyond reach. Landed in strawberry field adjacent to A/F and induced ground loop to avoid fence but collided with it damaging wingtip.
143	ASW-20	RAFGSA 87	W/O	08.08.82 17.51	Syerston	40	S	406	The glider over-ran at the start of a winch launch and the signaller gave a stop signal. Pilot was unaware signal had been given and did not release. Winch driver continued the launch and did not notice signal until glider was airborne when he then terminated launch. Glider stalled and crashed.
144	K-13	1611	S	23.08.82 18.20	Trevellas A/F P2	46 20	M N	801 Course Membr	P1 took over slow launch from pupil at 300ft and continued hoping that climb would improve to allow enough height to be gained to reach ridge. Abandoned launch and decided glider was too high for straight ahead landing so attempted a shortened circuit through 270°. Encountered turbulence and curlover resulting in downwind and heavy landing with high groundspeed.
145	K-6CR	2355	M	07.08.82 15.15	Moor Monkton	20	N	200	After selecting two fields at 1500ft pilot continued to search for lift and at 600ft commenced downwind leg. Encountered heavy sink so that downwind leg became the approach to a downwind landing and coupled with a slight down gradient the glider continued to roll until it struck a caravan parked at the edge of the field.
146	K-13	1861	M	07.08.82 ?	Rufforth	47	N	4	After aerotow to 2000ft pilot released in sink. Approaching A/F found 2kt thermal but after ½ turn it changed to 6-8kt sink. After further turn no improvement and as glider was now at 1600ft facing away from A/F 2¾ miles away pilot decided he could not get back. Picked a field and apparently approached downwind. Groundlooped to avoid pile of rubble.
147	K-6E	1524	W/O	25.08.82 14.30	Crew Green, Nr Shrewsbury	43	N	52	Club task week. Picked field when at 1800ft asl and commenced downwind leg at 900ft agl. Found strong turbulence and sink so turned in early. Wing dropped and could not be raised. Touched ground just inside field inducing severe ground loop. Selected field was in lee of large hill, spot ht 1324ft and wind was 15kt.
148	Cobra	1886	S	25.08.82 14.20	Hogstow Hall, Snailbeach	51	N	881	Club task week. Got low in an area of high ground and a ridge being used became untenable when wind backed. Retreated to field previously selected with upslope on approach and downgrade from left to right. On touchdown port wing touched higher ground inducing ground loop through 90°. Glider then slid sideways on wet grass stopping when mainwheel entered a hollow.
149	K-6E	1505	W/O	10.08.82 13.15	Long Sutton	61	N	95	When on approach pilot noticed that dark brown surface of selected field was ripe standing corn. Attempted to turn through 180° to land in a mown field on approach but had insufficient height and collided with hedge.
150	K-13 K-13	1481 ?	M N	10.08.82 18.30	North Hill P2	48 19	N N	242 Air exp	Attempting to spot land at launch point to minimise turn round time for air experience flights the landing run was too close to another stationary glider. Port wing tip struck raised wing of other glider.
151	K-8	2418	M	14.08.82 11.00	Morridge	49	N	31	After successfully recovering from a winch cable break at 300ft flew a shortened circuit. However, the final approach was too slow and pilot instead of closing airbrakes opened them fully. Glider stalled and dropped heavily onto mainwheel from 5ft with virtually no forward motion.
152	K-6E	1507	S	18.09.82 16.16	Keevil	65	M	121	Previous flight on type Jan 82 and flying in interim period on higher performance glass-fibre gliders. Turned finals at 400ft and thought approach too high. Used airbrakes and sideslipped and at 150ft realised undershoot had developed. Dived to build speed to clear hedge but port wingtip hit bush and glider cartwheeled into field stopping upside down.
153	Twin Astir	2399	S	23.06.82 18.30	Abadas, Spain P2	33 35	N N	2000 + 1400 Total	After approach to field landing P1 closed airbrakes just prior to touchdown to obtain maximum distance towards upwind boundary to reduce ground handling. There was a slight upgradient and power wires about 100yds beyond crest which it was assumed marked boundary of field. After clearing crest glider dropped down 6ft high bank to road.
154	K-8	2747	M	13.08.82 12.30	Challock	41	N	7	During a 2hrs hill soaring flight the wind increased and although base leg was within airfield boundary it was too far downwind and in an area of extreme turbulence. On touchdown the stbd wing dropped, directional control was lost and the glider turned onto a downhill slope and collided with a boundary fence.
155	Sport Vega	2622	M	16.09.82 14.00	Portmoak	31	N	310	Winch cable back released at about 250ft. "S" turn with partial airbrake to land on adjacent aerotow strip. Final turn not completed at moment of touchdown resulting in wingtip touching ground and inducing a vicious ground loop.
156	Kestrel 19	1855	M	15.09.82 17.20	Aboyne	56	N	1230 Total	After a wave flight to 14 500ft the site was obscured by cloud and a rapid spiral descent through a gap 5 miles SW of the site was commenced. While passing 10 000ft the canopy flew off. Immediate inspection showed stbd catch had moved to release position. Canopy recovered with two 3in cracks in perspex.

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911	G. Wright	Yorkshire	28.10
912	Louise Coates	London	29.10
913	P. E. Griffiths	Fulmar	20.10
914	M. A. Johnson	Kent	2.10
915	A. F. Hall	Essex & Suffolk	17.7
916	M. A. Whitehead	Cambridge Univ	14.9
917	D. G. McArthur	Midland	11.1
918	C. H. Appleyard	SGU	17.7

GOLD C DISTANCE

Name	Club	1982
J. G. Kosak	Culdrose	28.8
J. C. Johnson	East Sussex	28.8
P. J. Woodman	Bannerdown	28.8
J. F. Thurlow	Essex & Suffolk	17.7
D. B. Almey	Welland	28.8
B. Tapson	Cranwell	28.8
D. Edwards	Booker	28.8
P. Jones	Avon	28.8
J. C. G. Owles	Norfolk	17.7
A. F. Hall	Essex & Suffolk	17.7
D. J. T. Nunn	Surrey & Hants	28.8
I. A. Lane	Bristol & Glos	28.8
R. B. Woodhouse	Norfolk	17.7
Evelyn Dent	Bristol & Glos	28.8
T. M. Mitchell	Fenland	17.7
C. H. Appleyard	SGU	17.7
A. J. Raybold	Imperial College	8.5

GOLD C HEIGHT

Name	Club	1982
I. M. Donnelly	Deeside	29.9
Joanna Murray	Deeside	14.9
Anne Crowden	Booker	29.9
N. P. Smith	Essex	2.10
M. T. Collins	Booker	2.10
G. Robson	Highland	20.9
P. Jago	Fayence	22.10
D. Hilton	Booker	2.10
P. L. Wood	Wyvern	16.9
G. Wright	Yorkshire	28.10
Louisa Coates	London	29.10
P. E. Griffiths	Fulmar	20.10
R. J. Harris	Booker	22.10
M. A. Johnson	Kent	2.10
P. England	Kent	2.10
A. J. Killingray	Fulmar	20.10
R. Pirie	Surrey & Hants	27.10
M. C. Woodhouse	Dorset	2.11
M. A. Whitehead	Cambridge Univ	14.9
D. G. McArthur	Midland	11.1
M. J. Davis	Wrekin	20.10
P. J. Howarth	Wyvern	20.9

SILVER C

No.	Name	Club	1982
6351	P. Taylor	Midland	4.9
6352	R. Johnson	Essex	14.8
6353	M. Conrad	Essex	10.8
6354	K. P. Miller	Norfolk	14.8
6355	J. C. Gammage	Norfolk	17.8
6356	T. A. Meaker	Estec (Holland)	30.4
6357	J. Haugh	Essex & Suffolk	21.10
6358	C. H. Winnall	Surrey & Hants	23.10
6359	G. K. Hutchinson	Connel	24.10
6360	R. Norton	East Sussex	8.9
6361	J. C. Boley	Devon & Somerset	8.10
6362	F. Davies	Staffordshire	2.11
6363	A. Morrison	Dumfries	12.8
6364	A. J. Raybold	Imperial College	8.5

157	Olympia 463	?	M	14.08.82 15.25	Twinwood Farm	30	N	131	Returning to A/F after 30min local soaring entered stubble fire thermal at 700ft and two fields downwind of A/F. Very rough circling and strong sink out of smoke. Headed for A/F from 450ft, decided it could not be reached so picked a harvested field. Undershot approach, catching wingtip on stump in hedge. Airbrakes had opened unnoticed in turbulence.
158	Kestrel 19	1761	M	18.08.82 17.30	Portmoak	51	M	500	Attempting a short field landing practice on site. Pilot undershot due to severe wind gradient and the starboard wing caught the top of a bush inducing a severe ground loop.
159	K-6CR	?	M	12.09.82 ?	Kirton Lindsey	53	N	8	First flight on type and at 500-600ft pilot gave signal to winch driver to slow down. While signal was being given airbrakes were seen to open. Launch continued to about 1000ft. Pilot thought he was in strong sink and flew a shortened circuit. Wingtip touched ground while turning, inducing ground loop. Airbrakes remained open throughout flight.
160	Astir CS	2555	M	02.09.82 11.30	Rhos Sawr Common	31	N	540	Being unable to gain height while ridge soaring to return to site pilot decided to land on the common. During the ground run the tail wheel struck a rock protruding 1½-2in out of the ground displacing the wheel into the lower fin with further damage to fin and rudder through rubbing on the ground.
161	ASW-20L	2479	N	04.09.82 ?	Dunstable	65	N	1000	On take-off for aerotow the glider ran over a patch of rough ground at 25-30kt. The control column then became stiff and then free again. Take-off abandoned and on inspection port aileron ball and socket joint was found disconnected. Despite pre-flight check, pilot concludes spring lock was not engaged.
162	Libelle 201	1655	S	26.09.82 ?	Aboyne	38	N	160	Site visitor sideslipped on initial stage of approach then levelled off to continue at 60-70kt. At 100-150ft pilot claims a gust pitched glider up, yawed it through 45° and eroded speed to 40kt. Airbrakes closed, nose lowered and heading resumed but with inadequate speed for proper roundout landed heavily in rough ground off runway, collapsing U/C and cracking fuselage.
163	K-8B	2435	M	22.09.82 17.45	North Weald	67	N	100	Circuit in nil wind with intention of landing near hangar. Failed to observe four metal stakes, one with dayglow strip, marking a drain until too late to take avoiding action. Underside of stbd wing damaged as it passed over stakes.
164	SF-34	2786	S	16.09.82 12.40	Booker	32 P2 20	N N	1500 7 P2	P2 practising spin recovery. At speed of 90-100kt controls "kicked" hard back then forward causing a large positive and slight negative g. During this there was a loud crack from centre section and P1 noticed both airbrakes fully open although neither pilot had touched lever since checking brakes were locked before take-off. Port wing attachments strained.
165	Blanik	RAFGSA R14	W/O	12.06.82 15.43	Brize Norton	58	F	5000 to 7000	While climbing inverted at about 45° above horizon during aerobatic display the wings were seen to bend followed by outer 8-10ft of wingtips folding up and breaking off. A small spanner was found beneath rear cockpit floor and probably restricted stick movement leading to excess speed and g and structural failure.
166	ASW-20	2620	M	30.07.82 19.30	Near Aquila field	30	N	1640	Thought wind had died and picked cut corn field in valley of mountainous area. Planned approach uphill with wind assessed as 5kt 45° on tail. A curved approach was made because of an olive grove adjacent to end of field. The wind was stronger than assessed and coupled with 50kt approach speed touchdown was well into field. Ground looped to avoid concrete block near distant boundary.

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

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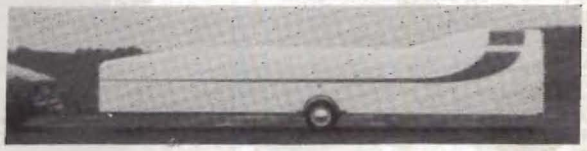
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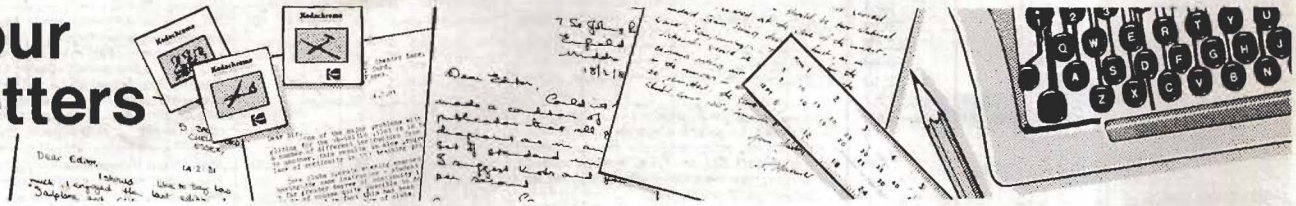


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Your Letters



PARADISE LOST

Dear Editor,

I started gliding in 1947 at Redhill at the Surrey GC under the eagle eye of Lorne Welch. After eight years in the Navy and an instructing career in general aviation, gliding still remained my first love.

Male menopause, or mid-life crisis, struck in 1978 on a visit to an old friend in Florida. He owned a PIK 20D and every day of our holiday the thermals popped, the cu's formed and the cloud streets ran to the far horizon through gin-clear air.

Conditions were like this most of the time, and particularly through October to June. We looked at what was on offer to the would-be glider pilot and found the "Gliderport" along a bumpy, pot-holed road. The only gliders for hire were Schweizer 2-33s and 1-26s which have a minimal performance and their handling leaves a lot to be desired by modern standards. Cross-countries weren't allowed and circling was forbidden downwind of the airfield, regardless of height. And this glider undertaking, near to a big city, was making a good living.

I thought if we got a good site, equipped with good modern European sailplanes, we couldn't go wrong.

No, I couldn't do that. I had a thriving power-training club and I was nudging fifty. So back to England I went, but the summer of 1978 wasn't and it rained most of the time. The owner of the airport became more oppressive — he put the airport charges up and the available time of operation down.

That was the trigger. I sold my share in the company and off we went to Florida. We found Sebring Airport, a vast ex-military establishment right in the middle of the State.

There was no way we could go wrong. The funds from the sale of the flying club and my house bought a K-7, K-6CR and a Piper Cub tug. The PIK was put in the fleet and we opened up for business.

Up till then I had never heard the term "God's waiting room" to describe Florida but the population is somewhat biased towards the aged and retired. They are nice, friendly people, but they don't want to glide.

We sat at the hangar door looking at some of the most beautiful soaring weather go by without customers. We advertised on radio, in the newspaper and with an aerial banner without any results.

I thought of all the days I had sat at dear old Lasham with rain running down the clubhouse windows and lots of keen members waiting to fly. So an advert in S&G saved the day and people started arriving from all over Europe with much good soaring and cross-country flying achieved.

It was too good to last, the dollar got strong, the pound got weak and Laker went bust. Floridians haven't changed but in the meantime I have made friends with the owner of Peach State Gliderport near Atlanta, so the family and some of the equipment are heading north on March 1 to try again.

Bob Tisdale, the owner, has progressive plans and we should have a good modern fleet with Twin Astirs, K-13, ASW-15 and K-6CRs. With the nearby city of Atlanta, maybe this time it might work. The season is at its best from March to June and September and October. Though it is soarable in the summer, there is the risk of afternoon thunderstorms. There are 6000ft mountains about 100 miles to the NW and maybe we will have wave camps on the mountains in years to come. Climbs to 29 000ft have been recorded in the area.

DEREK JOHNSON, **Sebring Soaring Centre, Florida.**

IS IT NERVE OR VERVE?

Dear Editor,

Why is it that the same people always win gliding competitions? Surely luck can only play a small part in their success. The performance of the flapped 15m Class is almost identical. Perhaps the Ventus or ASW-20 have a slight edge, probably no more than 1 or 2% in the glide. If flown reasonably competently, most gliders will climb at more or less the same rate. It appears the difference between the average club pilot and the top competition pilot is a difference of philosophy — and therefore strategy.

There are two modes of flight, a survival and a speed mode. The first is adopted when low or when conditions are weak on track. Since, in this situation it is essential to stay airborne, every scrap of lift must be used and the MacCready ring will be set to near zero. Progress will inevitably be slow.

Conversely, if one is in the speed mode, as will occur when high or when the conditions on track look promising, then circling is forbidden except when the rate of climb is maximal for that day. In such a situation the MacCready ring is set to a high setting, dolphin flying is adopted and an attempt is made to "follow the energy".

Obviously there must be a cut off point to determine the mode in which to fly. My suggestion is that the difference between the slow and fast pilot lies in the value at which this cut off point is reached. The novice pilot has little confidence in his ability to soar, often even in strong conditions. As a result he will remain permanently in the survival mode until his ability and confidence to soar improves. Until that time he will always fly slowly.

The fast pilot is able to assess the conditions ahead accurately. He knows that if thermals exist he can remain airborne. To fall out when the weather is soarable is highly improbable. The fast pilot is therefore in a position to set his mode cut off point at a much lower setting. In consequence, a greater proportion of the flight will be spent in the speed mode and the average speed will increase dramatically.

What determines the value of this setting and therefore the ability to win competitions? Is it nerve or verve that sets this "thermalstat"?

JON WARD, **London.**

MORE ON WORLD CHAMPIONSHIP FUNDING

Dear Editor,

I too wonder when John Gibson last bought a blazer and a pair of trousers (see last issue, p280). In fact I would be very surprised if he could afford to fly at all the way he ranted on in his letter. I have never read such utter rubbish in all my life. Would he rather we sent the team dressed in jeans and T-shirts? That would certainly look good in front of the *rest* of the world!

I suggest he puts a bit of effort into thinking of ways of raising funds instead of bringing down those who *are* working hard and using a lot of their spare time to give our team the best possible chance of winning.

JEREMY BERINGER, **Bicester.**

JOHN'S TEAM FUND IDEAS

Dear Editor,

Mike Pope's non-reply to my letter in the last issue, on excess fat in the World team misses the mark by several miles. I don't want my money spent on fitting out 16 people, only four of whom are pilots, with expensive £75 outfits to be worn at the opening and closing ceremonies, when I and large numbers of gliding folk pay far less for our own gear to last several years. Mike should not take seriously Ralph Jones' assertion at a BGA AGM that gliding is a wealthy man's sport. There are many of the unwealthy too.

Generous donations to buy uniforms are irrelevant. The same donation would be far more valuable spent on essentials. As for advice on financing, I am very happy to help with the following ideas.

— Don't buy what you can't afford. Perfectly adequate for the purpose are white polypropylene overalls at £5 each, embellished with whatever you like. They are much more suitable for the hot New Mexico weather and will easily last the three weeks. But this is small beer.

— Cut down the team to essentials. Send only three pilots with one crew chief each, and ask your generous American hosts to find local volunteers to join the crews. Hire four cars only. In this way, £8000 can be saved, just the amount raised by the levy!

— If more pilots must be sent, gratefully accept the offer of the Competition Committee to find the money for the six they want to send.
— Charge each team member the amount they would pay for a three week USA holiday. With free gliding activities thrown in it would be a bargain.
— Stick a £10 levy on annual Competition No. fees or on competition entries. This is a trivial added cost to individuals who already compete and would allow them to support directly the pinnacle of their activities. This could easily raise as much as the present 50p levy, which could then be abolished.
— With real efforts to pare costs apparent to all, direct appeals for donations might have more effect.

If I think of many more ideas I'll let Mike know.

JOHN GIBSON, **Lytham St Annes.**

POSSIBILITY OF COLOURFUL TPs

Dear Editor,

A task suggestion for the forthcoming World Championships in Hobbs, New Mexico, is a 780km O/R to Truth or Consequences, New Mexico (the place really does exist I promise) to the W of Hobbs. It would be a most exciting task as it would necessitate crossing the White Sands missile range twice. Readers will remember White Sands as the alternative landing for the space shuttle and the (mis) firing range for the Pershing II missiles.

By the way Hobbs is not, as reported in the October issue, p204, 45 miles SW of Denver but more likely 470 miles S. Perhaps better known to UK pilots is Odessa, Texas, 70 miles SSE of Hobbs.

GRAHAM YATES, **Melrose, Mass, USA.**



SOARING AND CROSS-COUNTRY

Soaring and cross-country courses offer a full range of briefings and lectures in all cross-country techniques as well as an opportunity for personal tuition in Twin Astir, and lead/follow in small groups. Pilots attending should be already qualified and competent to fly cross-country, under supervision if necessary. Field landing refresher training in Super Falke is offered at the start of the course.
Maximum 12 gliders and 24 pilots.
Course fee is £40 per glider, and £20 per pilot.
SCC1. Husband's Bosworth, June 11-19. SCC2. Lasham, June 25-July 3.

ADVANCED

Advanced courses offer personal coaching in all advanced exercises and soaring techniques. Intended for early cross-country pilots, tuition is in the Twin Astir. Candidates attend with their own glider to fly cross-country singly or as a group. If possible field landing training in Super Falke will be arranged during the course.
Maximum 3 gliders and 6 pilots.
Course fee £50 per glider, £20 per pilot.
A1. Lasham, May 16-20. A2. Lasham, May 30-June 3.

FIELD LANDING TRAINING

The one-day field landing training courses are introduced by popular request. Flying is in Super Falke and normally comprises a short cross-country navigation exercise, field selection and circuit planning and a final glide. Limited to 5 pilots each day on FL1; 8 each day on FL2 and FL3.
Course fee £8.
FL1. Shobdon, February 26-March 3. FL2. Lasham, April 11-15. FL3. Lasham, May 14-18.

COURSE FEES include all coaching, lectures, briefing and handout material.
VAT will be added to the quoted prices.
FLYING CHARGES in BGA aircraft will be at current rates.
FURTHER INFORMATION and booking forms from BGA Office.

Flight Simulation on the ZX81

J. C. Riddell

I am sitting in a darkened cockpit. I am coming down the glide path. The runway is straight ahead. We are at 100ft above the threshold. I ease gently back on the elevator control. Nothing happens, I pull harder. Still no response. My efforts to raise the nose become frenzied: she must respond. At last we rise up and up to 175ft, but there is nothing I can do to stop this wild progress. Suddenly the screen breaks into a thousand black and white pieces. I am mortified.

I hang my head with shame, but soon the screen clears and message reads: "You crashed at 72mph into the runway." Then a moment later: "Do you want another go?" I press the Y key to start the whole thing over again. And there I am at 800ft on the glide path once again.

Let me say that I crashed 37 times before I asked myself if this was what it was all about. I came to the conclusion that there must be more to it than that. The programme written by Psion for Sinclair is very good. The use of graphics on the ZX81 is very well done and gives the ambience of a light aircraft at night. The cockpit display gives your heading, distance to touchdown as well as height and airspeed. Fuel, power, rate of climb and flap settings are all shown and each can be adjusted to give an effect upon the others.

In the map mode the display indicates your position by a flashing point. I thought it was very clever, but I wish the aeroplane performed more like a light aeroplane.

These display programmes owe much to computer games but there is more to it than that. This programme could be useful in training as an easy means of conveying the interactions in controlling a glider, particularly in the case of instrument flying when there can be a lot of benefit in getting the act together before trying it out in cloud.

Tape loading time 6min; price £6.50 from Sinclair, but you must have the 16k RAM pack added to the ZX81.

CLUB NEWS

Copy and photographs for the April-May 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 February 8 and for the June-July issue to arrive not later than April 5.

December 2, 1982 GILLIAN BRYCE-SMITH

ALTAIR (Cold Harbour Farm)

In spite of the terrible weather during the last three years, we are just managing to survive though membership is depressingly low. Our site near Chipping Norton is a little more secure as long as we can meet the constant rent increases. We now have a clubhouse — a 30ft mobile home fitted out for sleeping and cooking and given a reinforced floor.

Congratulations to V. Moore, M. Papadacos, G. Moden and Karen Stead on going solo (Karen also got her B), and to S. Godfrey on gaining his Bronze C. R. Smitten's Olympia 2B joins our vintage fleet.

Our annual pilgrimage to Camphill in September was enjoyed by all, in spite of less than ideal weather. Unfortunately the Grunau Baby 2 was damaged in an accident on the return journey, but should be flying soon.

Our friends, Wharton and Joan Ramsey and members of the Newcastle GC in Virginia, USA, gave us a wonderful time on a recent visit.

D.R.G.

AVON SOARING CENTRE (Bidford Airfield)

Our expedition to Portmoak in early October was marred by bad weather but Dave Harris and Doug Venning managed Silver heights. At the end of the month, Peter Foster, Staffordshire GC, and Ralph Jones got to 12 500ft during a three hour Janus flight.

An end of season party and bonfire on November 6 was enjoyed by a large number with music by Dave Breeze. Peter Light started off the series of winter lectures with a well presented talk on the theory of flight.

We had some rare soaring conditions for the time of year on November 13, giving Jim Dallaway 42min in a Std Cirrus.

The annual statistics show an increase in hours and kilometres flown and membership continues to grow. We extend a warm welcome to Gavin, our new tug pilot.

D.J.C

BATH & WILTS (Keevil Airfield)

Congratulations to Andrew Davis on being chosen as a member of the British team for the World Championships.

During the October trip to Aboyne Michael Taylor Beasley gained Diamond height and Steve Parker went to 29 500ft, which we believe is the 1982 record height over Aboyne. They were both in the LS-4. The trip at the same time to the Long Mynd by 37 members was also a great success. The weather was disappointing but at least we all flew!

Peter Higby has bought a Grunau Baby 2B from Dunstable and is hoping to work on it during the winter. We look forward to seeing it join the fleet of vintage gliders owned by Jeremy Menzies. We have also recently bought a K-6CR for club use.

A very successful dinner was held in November just after our bonfire party.

J.L.

BRISTOL & GLOUCESTERSHIRE (Nympsfield)



Dave Wight

Lance Peters is top of the club ladder, despite late efforts by Ian Lane and Eve Dent who completed 300km on the same day.

The weather prevented Dave Wight going solo on his 16th birthday but he made it the following weekend with coverage by the local newspaper.

The recent bad weather, while turning the field into a veritable marsh and showing up leaks in the clubhouse roof, has meant progress on the new winch, the object being to have three serviceable winches, two in use and one spare.

The club two-seater fleet will be up to strength for the coming season with the Bocian overhaul virtually complete, thanks to the efforts of Ted Waterman's team.

J.R.B.

COTSWOLD (Aston Down)

On August 31 all the club fleet were balloted to take places in "Tim's Task". They all landed out at the first TP but the task setter was vindicated by getting round. However, Tim Bennett, in a club glider, did gain his Silver distance and has since done five hours.

Nick Jones and John Howard flew Silver distances in July. John Long and Peter Hall have their Bronze Cs, 17 year-old Jill Holland gained two Bronze legs on the same day and Geoff Cumner flew 300km for Gold C leg and Diamond goal. Congratulations also to Gill Wake, David Hind, Kevin Forks, Peter Costick and Peter Fooks on going solo.

P.K.

DEESIDE (Aboyne Airfield)

We rather lost track of Diamond claims during the autumn with best estimates around 40-50. Even the tug pilot demanded a two hour break to do his, although we could only spare him a Capstan.

Cross-countries in wave prove much more difficult. In the classic, but rare, NW wave it is easy but the frequent W or SW wave is a different story. Even with operating bands of 10 000 to 20 000ft, speeds can be absurdly low, 50km/h being about par. So how about it you southern pundits? Don't just chase height in 1983. Show us how to **use** it.

Competition Enterprise in June may well provide a good opportunity. Yes, we do get wave in summer. Moreover, with only four hours of semi-darkness and a full moon, some truly enterprising tasks are planned! Daytime is likely to see more in the way of thermal flying: anticipate 6kt and 8000ft cloudbases, but remember the Cairngorms are over 4000ft.

K.A.H.

DERBY & LANCS (Camphill)

Congratulations to Dave Thompson on going solo in the Bijave and into wave on his third flight. Speaking of wave, whilst not mentioned in the "Wave Sites in the UK" feature in the last issue, p254, Camphill is an excellent wave site with a club record of some 26 000ft and wave occurring frequently during the winter months. Visitors are made very welcome.

The dinner-dance was held recently with an excellent speech by John Williamson who will be running one of his courses here again this coming season.

A.M.

DONCASTER (Doncaster Airfield)

Our annual dinner-dance in October was a great success with Mr J. Harris, CFI of the Sherburn Flying Club, as the guest speaker. He revealed he was once a full Cat and a Silver C glider pilot, which bodes well as we shall be neighbours when we move to Burn.

His wife presented the following trophies: Chairman's cup (best gain of height) and the Jack Bowers cup (fastest 100km), Roy Hufton; the 155 trophy (special merit award) and the Pennine cup (longest flight), Vic Fielding; the cup for the longest flight in a club glider, Mike Gill and the Muggins cup, Eric North.

We retained the Northern League trophy with an exciting neck and neck race against Camphill resolved at the last meeting.

V.F.F.

DORSET (Old Sarum)

Having signed a six-monthly renewable licence with the Edgely Aircraft Co in November we are now busy getting our allocated area ship-shape for the coming season. Visiting glider pilots please note that we are operating under strict regulations on the terms of our licence. Landings and take-offs are permitted on the strip only and southerly circuits for gliders and northerly circuits for power will apply at all times subject to clearance from Boscombe Down, within whose

MATZ we operate. We are transmitting and receiving on 129.9 MHz.

Retrieve tugs will not be permitted to land unless they have a £1 million pound crown indemnity insurance cover. Unless these rules are strictly adhered to it could possibly jeopardise our future at Old Sarum.

Our thanks to Tony Gordon and the Inkpen GC for inviting us to glide with them when we had to move our equipment from the site for the statutory seven days prior to signing the agreement.

Congratulations to Mike Woodhouse, who took three hours off from his tugging job at Aboyne on November 3 to gain Diamond height in the Capstan. It was only his third wave flight and his first soaring flight of the year!

Our disco on November 20 was a success (thanks Pam).

We hope our new aerotow facility, though limited, will entice back some rarely seen members.

C.A.W.

ESSEX (North Weald)

There were Gold heights for some members during the first week of our annual trip to Aboyne but the second week was a complete washout. We also had our two weekend trips to the Long Mynd.

Since the fire, and while waiting to build a replacement hangar, we have modified the clubhouse and given ourselves a new workshop.

Our fireworks party was safe and successful and we have our annual farmers' party in December.

M.R.T.

ESSEX & SUFFOLK (Hadleigh)

We had a most successful badge year — eight first solos, nine Bronze Cs, ten Silver Cs, and two Gold Cs plus four Diamonds. Included in these are the recent achievements of Jenny Olley (solo) and John Haugh (Silver C).

Six members took three gliders to Portmoak for a week of enjoyable ridge flying in October.

A proposal to up-date the club fleet resulted in John Jefferies bringing the K-21 demonstrator from Dunstable. Congratulations to Tristram Llewellyn-Jones on his selection for RAF pilot training.

R.C.A.

HAMBLETONS (RAF Dishforth)

We have kept flying during intervals in the rain and congratulate Trevor Mellor on his first solo.

Leeds University students — few in recent years — have returned in force, and it is hoped that some at least will survive the winter with enthusiasm intact. They do persist in picking the wrong season to join us!

Flying fees have had to increase, but CUBI can still manage a 2000ft aerotow for under £4.

J.P.

HEREFORDSHIRE (Shobdon Airfield)

Once again we played hosts to London GC members in October. All gliders contacted wave on the very first day of flying, with all Shobdon pilots returning home and all Dunstable pilots landing out. Makes a change. On their return weekend of November 20, a Gold height was obtained and Louise reached a height of 16 500ft.

Diana King reached 10 500ft on October 29, whilst hubby Philip looked down at her from 17 000ft.

We now have some new faces on our committee and our thanks and appreciation go to John Warbey, retiring treasurer, and John Hunt, retiring chairman. There are the usual autumn syndicate changes and John Lord and Tony Greatrex are now in the Glasflugel 304.

We are still sporting the wooden spoon in the clubhouse, to be returned to the Long Mynd in a two-seater. Really lads, now that the wave season is upon us . . .

B.J.H.

INKPEN (Thruxton Airfield)

Congratulations on going solo to Alan Barnes, Mike Thorne, Peter French and David Golding; to Mike Thorne, Charlie Davies and David Francklow on achieving Bronze legs and to Robert Edgson and Wendy Harper on their Bronze Cs.

After a very busy season we have decided to operate seven days a week throughout the winter. Tony Gordon, CFI, and Andy Hunt, our tug pilot, will be available whenever the weather is fit for flying. We are arranging late winter courses in February, March and April.

P.P.

KENT (Challock)

John Williamson, a national coach, was guest of honour at our very successful dinner-dance at Leeds Castle in October and he presented the following trophies: the League One trophy and the Chairman's trophy — Tony Moulang: the League Two trophy and Best Silver Distance cup — Tony Richards; the Best Flight cup, the Gook trophy, the Connolly cup and the Best Two-Seater Flight cup — Jo Janzso; the Instructors' bowl — John Hoyle and the Best *Ab-Initio* shield — Julie Williams.

Congratulations on first solos to Jill Baker, Kathy Shakespeare, Karen Manser and Steve Jeff, to name but a few; to Alison Firth on her Bronze C and to Mike Johnson and Paul England on their Gold heights.

The arrival of the BGA ASW-19 for a month has guaranteed us almost totally unflyable weather!

Our course season over, our winches are being thoroughly overhauled and it is hoped to have both a twin-drum winch and a single-drum winch in service by spring. Regrettably we can only offer aerotows during this winter.

We thank Caroline Bunyan for her work as social secretary and wish Gina Kemp good luck as her successor.

J.H.

LONDON (Dunstable)

We were all saddened to learn of the death in a motoring accident of Terry McMullin (see p30). A member of the club for many years, Terry was mainly known as a tug pilot, although he also flew gliders. His personal Super Cub, "double oscar" was seldom absent from the field on flyable days and must have turned out for countless field retrieves. Terry was a member of our flying committee and his experience and technical expertise will be much missed.

The twice-yearly wave expedition to Shobdon yielded Gold C heights for Colin Cruse and Louise Coates, giving Louise her Gold C. Not content with this, both returned later to reach 18 000 and 16 500ft respectively.

The clubhouse has received some redecoration. The bright green stripes in the bar were the subject of some criticism until it was realised that they were intended as vertical attitude indicators for pilots too inebriated to remain straight and level by others means.

D.S.

MENDIP (Weston Super Mare)

Congratulations to C. Bailey, S. Bailey, Phil Hayes, Chris Crabshaw, Liz Barker and Mark Clements on going solo, and to Hilary Perry on re-soloing; to T. Bailey on Silver height; P. Hogarth and D. Nichol on Silver distance and to C. Crabshaw and Joan Hocking on their Bronze Cs.

We have had a series of Bronze C lectures by Ken Wiseman and Ron Perry. Ron Perry came first in Wood at Enterprise, Angelos Yorkas was first at Usk and our CFI, Barry Hogarth, won the North Hill task week. We were grateful to North Hill for use of their facilities during our enjoyable club week. Our thanks to Ray Snelling on his huge effort in maintaining club aircraft during the year.

The season was successfully concluded with a bonfire night party when the disused club caravan was ceremoniously burnt. Some members thought it was the club K-4, and some suggested it should have been!

T.B.

NENE VALLEY (Winwick)

We stopped gliding for the winter on October 31. Our T-21B was already de-rigged, the K-2B had an exceptionally heavy landing and we have to decide whether to repair it or write it off, and the remaining glider, a K-7, is privately owned.

We are hoping for an increase in membership due to us reducing subscriptions, improving facilities over the winter by renovating our winches and the caravan clubhouse, as well as buying a superior cable to lessen the chance of cable brakes, and possibly providing a better covered area for the gliders.

Our CFI, Joe Seitz, has been giving a useful series of Bronze C lectures.

J.A.C.

NORFOLK (Tibenham Airfield)

We hosted the final weekend of the Inter-Club League which included a 334km triangle won by Mike Lee (Hornet). Even so Cambridge University GC won the cup with a well deserved one point. The weekend concluded with a barbecue and party in the hangar.

An expedition to Langham airfield, led by Grum Ashworth, for two days' passenger flying was marred by a hurricane, but that was par for the course for 1982.

The fireworks display and barbecue in November was a notable success.

The third party insurance scheme on club aircraft has operated successfully for its first summer season, giving a useful boost to club funds.

N.F.S.

OUSE (Rufforth Airfield)

The hangar is in use, the final bricks have been laid in the toilet block and now there is talk of building a clubhouse. The tug is back with an engine rebuild, having had a slight

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mishap, and we have bought a twin-drum winch to increase our winching capability.

The annual dinner in November was a great success with awards going to Hugh Etherington for the longest Silver distance flight and to John Taylor for the best gain of height. Congratulations to Peter Davies on going solo.

S.R.L.

OXFORD (RAF Weston-on-the-Green)

There was a good turnout at the village hall for a lively AGM in November. Chairman, John Giddins, gave the latest position on our dialogues with the RAF and made the point that we have a great deal of support from the BGA, the Sports Council and our local MP in our campaign to continue flying at Weston until we find another site.

Pete Darnbrough recounted the efforts of the sites' committee and reaffirmed that such efforts will continue despite disappointing results so far.

Among the chairman's awards was one to Glen Bailes who had the unusual distinction of his Silver and Gold badges being listed in the same issue of S&G. The party back at the clubhouse afterwards was a welcome innovation.

P.N.

RATTLESDEN (Rattlesden Airfield)

The group who went to Sutton Bank for a weekend picked the wrong weather. The redeeming feature was the welcome given them by Yorkshire GC.

The bonfire party was a success. The inclement weather revealed that the clubhouse roof needed attention and Humphrey Chamberlain organised a gang to rectify this with lashing of tar.

We have been accepted as members of the East Anglian Inter-Club League. A national coach will be organising a task week in the spring based at our site.

R.N. and L.R.M.

SHALBOURNE SOARING GROUP (Nr Hungerford)

Despite the poor weather we have had some first solos — congratulations to Rob Jarvis (who soloed on his 16th birthday), Carol Pike and to Miranda Gladstone (niece of Nick and Tony Goodhart). Miranda celebrated by buying a K-6E on the same day with Tony Palmer and Carol Pike. Congratulations also to Steve Nash on becoming a full Cat instructor.

We are looking forward to the winter northerlies so that we can exploit our ridge.

J.S.

SHROPSHIRE SOARING GROUP (Sleap Airfield)

We had many good days during 1982, some unexpected, with an encouraging turnout of members. We have increased our glider strength to 13 with the addition of a Twin Astir owned by a syndicate of seven.

Our Chetwynd camp, by courtesy of the RAF, gave us one good week of the two. There was a shaky do there with a Vega when some part of the elevator mechanism in the tail came apart; the pilot made a creditable save with only one-way elevator control. (See BGA Technical News Sheet, 8/9/82).

Thanks to some hard working members, we now have hangar doors which will keep our beautifully restored Chipmunk from deteriorating. We also have a self-starter in the Chipmunk which is most welcome.

We are finding new wave combinations, particularly to the east and south of Shrewsbury.

The "mole" we inserted into the power-flying side of our airfield some ten years ago, and which still flies its Libelle, has now reached CFI rank with the power boys. Congratulations.

We had a Diamond goal flight on May 9, Hereford, Banbury. Three members hired two gliders at Minden, Nevada, in the summer for three good weeks.

P.L.U.M.

STAFFORDSHIRE (Morridge)

Portmoak — you have done it again! and we love you even more. Let us hope that your airspace troubles are resolved by next October.

Sixteen members, led by Colin Ratcliffe, with six aircraft flew 79hrs during the week raising £166 for club funds and achieving eight Silver legs; Ken Lane, Alan Jones (K-18), Philip Barnshaw (Olympia 2B), Frank Davies (Olympia 419) and Mike Mitchell (Astir CS). Peter Foster joined Ralph Jones for a flight in wave to Gold height in his Janus C.

We raised £1000 by flying midweek in 1982, mainly from air experience flights. Our November social, organised by Pauline Gwinnett, was a great success.

P.F.

SURREY & HANTS (Lasham Airfield)

The new Ventus, No. 133, has been delivered, generating a new enthusiasm for circuit bashing by club pundits. Meanwhile, Alan Purnell's Nimbus 3 is expected shortly.

The October expedition to Portmoak was poor but Bob Pirie was more successful taking his Mosquito to Diamond height at Aboyne. We have based one of our Astirs at Talgarth for the winter and I think it will do more hours per month than it did at Lasham last summer!

Congratulations to Chris Starkey on winning the National Club Ladder for the second year. Chris has entered a Kestrel syndicate for 1983 so the Open Ladder could be in danger!

R.P.

ULSTER (Bellarena)

As one of the three oldest clubs in the BGA we were given a delightful surprise at our annual dinner on November 20 by our chairman, Gordon Mackie. Through UTV, he has had transposed on to video tape some 40min of superb ciné film of UGC activities between 1931 and 1939. The filming was by his uncle Jack who, with his wife Kaye, was an early club stalwart. Pilots both, they are happily still with us.

There can have been very few amateur cinematographers shooting in colour in the 1930s but Jack Mackie was one of them, and only his earliest reels are monochrome. The earliest shots show founder members teaching themselves to fly, hilariously and sometimes frighteningly, on a bungyed Reynard Primary in Co Antrim. The film goes on to the first soaring flight in Ireland, in 1932, and then to our present location, Binevenagh and the Magilligan peninsula, through most of the '30s. Included is lots of magnificent air-to-air footage of Scuds, Falcons and early Gulls; a visit from Amy Johnson, and hectic auto-towing off Benone and Downhill strands by hearty chaps in plus-fours and Oxford bags. We believe this is archive material of great value and worth wider showing around the movement.

Our latest soloists are Hugh Gowdy and William McNair while John Nusbaum and Alan McKillen gained their Bronze Cs.

Recent site works include installation of a second generator so now we boast probably Ireland's only twin-engined garden shed and we have fluorescent lights in the hangar.

R.R.R.

WELLAND (Middleton)

The wet autumn has put an early end to our flying. Winter work proceeds apace, mainly on our second runway which we hope to fly from this coming season.

Our two-drum winch is taking shape. We hope to organise some visits to other clubs over the winter. Our AGM will be in February.

R.H.S.

YORKSHIRE (Sutton Bank)

The new K-21 is now well established as part of the fleet and has landed out several times. Belated congratulations to Mike Brook on gaining his Diamond height at Aboyne and to John Hayes who gained his at Sutton Bank.

A new Pawnee tug has arrived to bring the tug fleet back to three. The computer is now fully functioning and helping the office run smoothly and efficiently, thanks to the expertise of Roger Bennett, our finance director.

H.H.

SERVICE NEWS

BANNERDOWN (RAF Hullavington)

Tony Clarke, who put in a lot of work during his years as CFI, has been posted to Germany. Pat Rowney has taken over as CFI.

A special mention must be made of Mel Dawson and Pete Woodman who came first and second respectively in the Inter-Services Regional's Sport Class.

Paul Armstrong and Mel Dawson have become assistant Cats after a course at Bicester. John Joiner, Lloyd Duhaney and John Brunton have their Bronze Cs and recent solos include those by father and son John and Dave Rumble and Vanessa Davies. Pat Payne and Mark Desmond used a superb day in late summer for their durations, Mark also gaining Silver height.

At our recent AGM trophies were presented to Derek Findlay, John Joiner and Mel Dawson. New committee members include Keith Fuller as bar member and Pete Walden-Hughes as equipment member. The party afterwards was most enjoyable with a superb

buffet produced by Sue Shemilt (who is also doing a grand bus catering job) and Stu Lawrence.

V.R.D.

BICESTER (RAFGSA Centre)
The trip to Aboyne was an unqualified success. Six members gained their Diamond heights and Dave Caunt was still climbing rapidly when he reached 27 500ft.

Back at base George Young, the RAFGSA's longest serving assistant Cat, is now a full Cat. Mary Charlett-Green has converted on to the Nimbus 3, possibly the first woman pilot in the UK to do so. Brian Kimberley has bought a Grob 109 motor glider and Pete Abbey has almost finished building his own Currie Wot aircraft.

The canteen bus has had a face-lift; Jamie Allen and Mick Alford have gone to the Falklands; Andy Queen has gone to Germany and Jeremy Berringer has come back from there. The Christmas "do" will be at the same venue as last year — our thanks to Shaz for organising the subsidy raffles.

In a year marked by sadness on more than one count, the Centre has pressed on steadily and Diamond achievements have been especially numerous. We plan an expedition to Talgarth in March.

C.L.B.

CHILTERNS (RAF Halton)
Yes, Chilterns is still alive and well. There have been many changes, notably that Frank Wilson, CFI, has been posted to Ecuador. Ian Smith took over as CFI in May with Roger Hanson and Paul Gibson as deputy CFIs.

The gliders are in fine fettle and the MT is running well, thanks to Gordon Howarth and his helpers. Flying hours, launches and cross-country kilometres are all up on last year.

We say goodbye to Clive Bernard, Al Greensmith, Ian Tench, Stu Vincent and Ray Scouthern and welcome Andy Elliott, "Spike" Jameson and Hazel and Tom Wiseman. A farewell party for Frank Wilson, a medieval night and a successful AGM have been the highlights of the social scene. We are to host the RAFGSA AGM here in January.

If you feel like some good ridge flying this winter, visitors are always very welcome.

I.S.

CRANWELL (RAFGSA)
This autumn has seen a crop of solos from our young pilots — Rachel Joyce, John Crowle, Sean Baker, Mike Foster and Keith Tapson. The Tapson family now have a full house with Bruce, our CFI, who recently gained his second Diamond, his wife Angie, Ian and now Keith.

We have just held our AGM and tuffs party with the usual presentation of pots by Penny, the chairman's wife. The Ramsay family carried off a fair selection of the trophies.

We again welcomed a group from Syerston at the party. There is frequent social activity at and around Cranwell with bowling evenings, beer feasts and soon a medieval banquet. Visitors are always welcome.

G.B.

CULDROSE (RN & RMGSA)
We welcomed home our members from the Falklands for a well earned rest. When pinned in a corner and asked all about it they start with comments like "You should have seen the lenticulars over the island, there's some wave about." At least their priorities are right.

Our treasurer, Chris Seed, Mick Mills and Andy Cook have left us for the south.

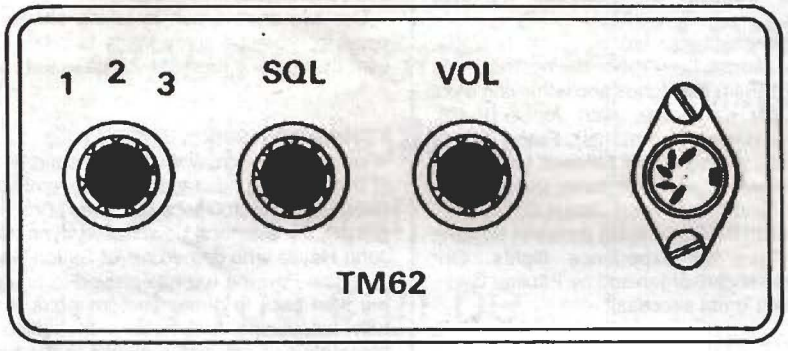
After the worst season we have known, it came to a brighter end with George Kosak, our CFI, setting off in company with Dave Squire, both in Dart 17Rs, for a Diamond goal O/R, turning Cullompton on the M5. Dave dropped out near Launceston on the way back but George struggled back with a marginal final glide, landing at 7.45pm after a flight of just over eight hours. We believe this is the first Diamond goal completed in Cornwall.

I.B.R.

EAGLE (Detmold)
John Mitchell, CFI, and a club member for many years, has retired to the UK after much sterling service. He will be greatly missed. Malcolm Hook has taken over as CFI with Ray Washer as deputy.

We hosted the successful British Forces Germany Competitions last summer with John Mitchell winning the Club and Two-Seater Class in our K-13, assisted by Mike Heelis and Aden Williams. Malcolm Hook and Robbie Knight won the Open Class in our LS-3, Malcolm also completing two Diamond goals.

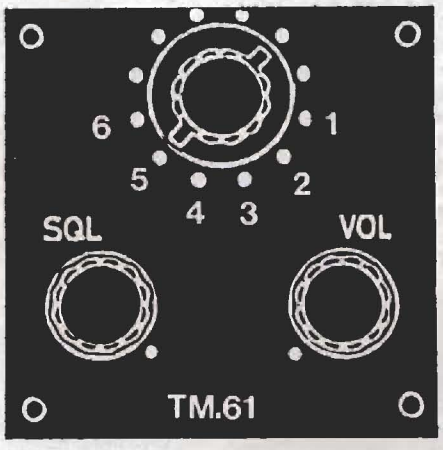
Congratulations to John Turner on completing his Silver C; to Mike Heelis and Shaun Graves on their Bronze Cs and to the 23 who went solo during 1982. We ran three successful *ab-initio* courses and one Motor Falke course.



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Our annual expedition to Aosta is in February.

G.W.H.G.

FENLANDS (RAF Marsham)

This winter will be spent completing the clubhouse. The bar is now finished, having been warmed with a successful party.

Our membership is slowly picking up again after the Falklands campaign and we welcome Clive Bernard from the Chilterns GC and George Baber from Phoenix GC.

S.L.

FULMAR (RAF Kinloss)

Our annual pilgrimage to Aboyne was again successful with Tony Killingray gaining Gold height, Grif Diamond height (and he completed his Gold C) and Bob Lloyd and Al Fox are claiming the UK gain of height and absolute height records for two-seater motor gliders in G-BARZ. Plenty of flying above 10 000ft during the second week more than made up for the monsoon during the first.

The Blanik has been replaced by a new K-21 and we should soon have a Chipmunk tug to allow more adventurous wave and cross-country flights.

We are sad to say goodbye to Bob Lloyd who has been with us since the Milltown days and has made the club what it is today. Our thanks and best wishes go with him.

P.G.

HERON (RNAS Yeovilton)

The 1982 season has been awful, starting with the tragic death of Nick Taylor early on in the Falklands affair. Thereafter, a combination of intensive Service flying on the airfield, various security threats, hangar eviction, small attendance and poor weather in recent months has allowed only a minimal amount of gliding.

However, gliding clubs traditionally thrive in adversity, and it is hoped that a modernisation of the club fleet, now underway, will encourage much better things in 1983.

A.J.W.

HUMBER (RAF Scampton)

We have done well during the last few months. Nick Harriott gained his five hours during our June soaring week to complete his Silver and since than Trina Jennings, Susan Glidea, Mick Logan and Bruce Davidson have their durations, giving Trina her Silver C. Trevor Marshall and Ged McKnight completed their Silver Cs with distance flights.

Tom Oliver, Mike Kent, Duncan Bullman, Mike Hearn and Dave MacPherson have gone solo, Tom, Mike Kent and Duncan converting to the K-8. Dick Gibbs and Steve Wilson are instructors having been on a course at Bicester. Dick did well in the Inter-Services Regionals coming sixth in the Club Class while Andy Ratcliffe came a close second.

Our AGM in November was well attended. The stats are slightly down on last year but we have moved sites and having a few difficulties as the runway is being re-surfaced. However, our position has been declared secure at Scampton.

The Worker's pot was awarded jointly to Tony Smith and Dick Gibbs as it was impossible to say who had contributed the most. The Scout trophy for best progress went to Sue Gildea and Dick earned the CFI's trophy for the fastest 100km triangle.

K.M.G.

KESTREL (RAF Odiham)

We have a change in CFI. Tim O'Donovan has handed over to Alan Somerville and Bob Bickers becomes the deputy. Our thanks to Tim for all he has done.

The annual dinner for about 80 members and guests at the end of November was most enjoyable and our thanks to Bev Cook and her helpers for the organisation.

We wish every success to Sheila and Trevor Stacey who are off to a new life in South Africa. Mandy Jones and Ernie Downing have taken their places in the K-6cR syndicate.

P.W.A.

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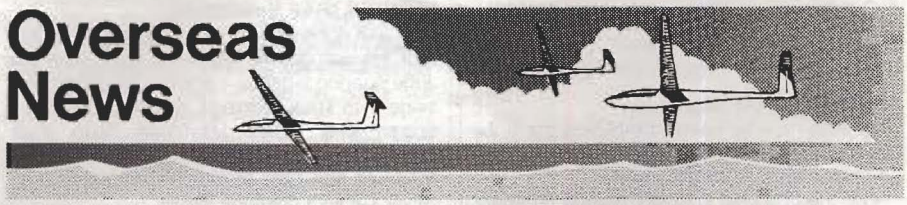
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Overseas News



Ingo Renner is the new Australian Open Class Champion. He did not drop a single point, soaring to a maximum of 6000pts in six contest days at the National Championships in Queensland (Darling Downs October 5-14). In winning the 15m Class Malcolm Jinks managed 5829 out of 6000pts.

German Women's Championships. Thirty women took part in the 3rd German Women's Gliding Championships last summer at Brilon. Tasks were set in three Classes (15M, Standard and Club) and the respective winners were Inge Muller, Marlis Bertram and Hannelotte Wecken.

LAK 12. A new Soviet Open Class glider, the Lak 12, is due to enter production shortly in Lithuania. Derived from the Lak 9 seen at Räyskala (Finland) in 1976 its principal characteristics are a wing span of 20.42m, wing area of 14.63m², an aspect ratio of 28.5, AUW of 650kg, wing loading of 44.5kg/m² and a best glide angle of 48.

Glasflügel Successor. Hans-Jörg Streifender, formerly of Glasflügel, has launched his own company which will provide a spares and repair service for all Glasflügel gliders.

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

Two new gliders from Glaser Dirks. A new Standard Class glider, the DG-300, is expected to fly soon. DG hope to break the stranglehold that Rolladen Schneider have gained on the Class with their LS-4. The company hopes to apply to their new aircraft many of the lessons that have been learnt during several years of concentration on the Racing Class. In addition they hope to extend the depth of penetration of laminar flow over the wing by using boundary layer control. In collaboration with the DFVLR in Brunswick, special wing sections are being developed which will enable this principle to be incorporated in series production. An attempt is also being made to minimise the wing's sensitivity to accretion of foreign bodies. It is not yet known whether boundary layer control will be by vortex generators or blowing. The DG-300 will have a Max wing loading of 45kg/m2 and with 160 litres of waterballast, should have a glide angle well in excess of 40.

Glaser Dirks also plan to introduce a new two-seater, the DG-500, which will initially be

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built in Bled (Yugoslavia) and available in three versions. An advanced version will be built with 22m span and flaps, and a training version with a fixed undercarriage, 18m span and no flaps. Particular attention will be paid to ease of ground handling: no wing section will weigh more than 75kg. Perhaps most interesting are DG's plans for a motorised version of the DG-500. The engine, which will operate like that of the DG-400, will develop about 65hp.

The 8th International Show and Market, organised by Glasfaser Italiana, was held at Valbrembo, nr Milan, in October. As well as exhibiting many of the latest sailplanes, there were more than 20 secondhand gliders for sale.

Idaflieg 1982. Students from ten university "Akafliegs" gathered at Aalen-Elchinger airfield for three weeks last August for the 31st summer convention, known as "Idaflieg". A wide variety of tests and trials were carried out, yielding a mass of data which are now being analysed. The focus of interest was the comparison flying between the ASW-22 and the Nimbus 3. Neither aircraft emerged as a clear winner. The ASW-22 was evaluated with and without blowing, and it was felt that in the current state of technology it did not pay dividends to invest in wing-sections with vortex-generators or "turbulators".

Students from Aachen investigated an ingeniously simple way of improving low speed and stalling characteristics. They attached a narrow strip of plastic foil (3cm wide) to the upper surface of the trailing edge of their Twin Astir. The idea was derived from birds which when flying slowly bend their upper trailing edge wing feathers upwards, thereby preventing the airflow from spilling back onto the upper surface from underneath the wing. On the Twin Astir this incipient spillage automatically raises the plastic flap, thus cutting itself off.

The Hanover group carried out a statistical study on insect accretion, comparing the number of insects accumulated by different types of glider with varying wing frontal areas. The weather unfortunately did not permit in-flight comparison of the LS-4 and the Falcon in the "highly-bugged" configuration, as had been planned.

Much interest was aroused by Mahrer's Delphin 2, with its variable geometry wing. In its high-speed configuration, the wing is indistinguishable from any modern Standard Class glider's wing, but for low-speed flight, a 16-position Fowler flap can be deployed, capable of increasing the wing area by 14%. Whereas the Fowler flaps on the Brunswick SB 11 (flown by Reichmann in the 1978 World Championships) caused a reduction in the wing loading, on the Delphin each setting of the flaps yields a precisely calculated wing section (Eppler 664), and the Min wing loading remains as high as 32kg/m2. Nevertheless, the high-lift wing section allows tight spiralling at low speeds.

Canadian Nationals. SOSA Gliding Club, 12km S of Cambridge, was the site of these contests in July with 140 acres and three runways. The biggest tasks were set on the first day: 340km triangle for the Open and 15 Metre Classes (gasps from the audience) and the 313km for the Standard. Of the 15 Metre Class 11 of the 17 got round and two of the five Open Class.

Winner of the Open Class was John Firth (Kestrel 19) with 4756pts in seven days with Hans Baeggil (Nimbus 2) second and Peter Skensved (SHK) third. Uli Wernerburg (ASW-20) won the 15 Metre Class and William Langelaan (Jantar 2) won the Standard Class (15 entrants). — *Free Flight* Canada.

The European Ladies Gliding Championships are likely to be held concurrently with the Belgian National Championships at St Hubert from May 21-June 5.

100th Elan DG-100. The Yugoslavian firm Elan has produced its 100th DG-100. Licence production of the Glaser Dirks aircraft started in February 1979 at Elan's Bled factory. The parent company in Untergrombach retains responsibility for quality control and after sales service.

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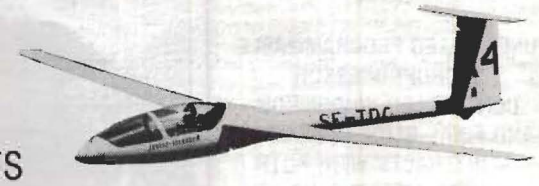


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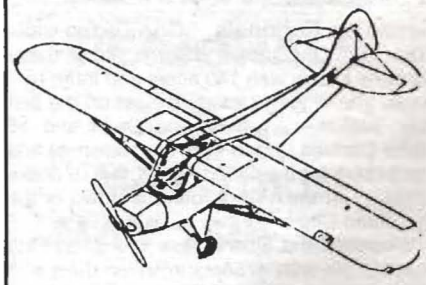
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Canada's Best Day. "The best single day of accomplishment in Canadian soaring history" is the verdict of Tony Burton, writing in *Free Flight* of June 12 last year when six pilots, flying from the Cunim Club at Black Diamond, south of Calgary, put up a total distance of 6773km. They were: Hal Wemerburg (Mini Nimbus) 804km triangle; Willi Krug (Ventus) 785km (Canadian distance and 750km triangle speed records); Rainer Zimm (Std Cirrus) 706km O/R (Canadian O/R distance record); Rob Young (Cirrus) 504km triangle and Tony Burton (RS-15) 622km O/R (Canadian O/R distance record). — *Free Flight.*

East German Records. The long standing East German records for goal and return, male and female, were beaten at last by Dresden pilots on August 29 last year, when Horst Heimann, starting shortly before 11am in a Jantar 2B, covered 512km at an average speed of 81.42km/h and Monika Warstat, an instructor, averaged 77km/h. Best previous performances were 390km female and 502km male. — *Flieger Revue.*

The Hahnweide International Contest at Kirchheim-Teck, W. Germany, is from May 7-14 with four Classes, Open, 15 Metre, Standard and Two-seater. For further details, contact Fliegergruppe Wolf-Hirth eV, 7312 Kirchheim-Teck, Hahnweide, W. Germany.

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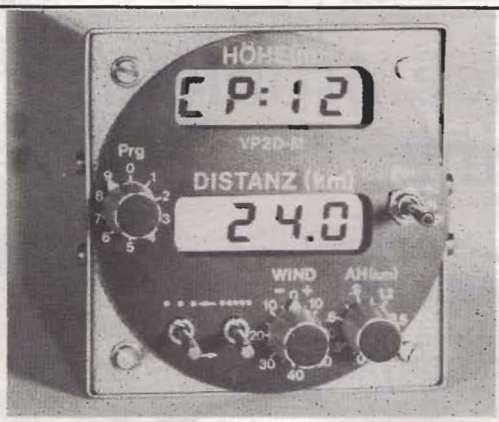
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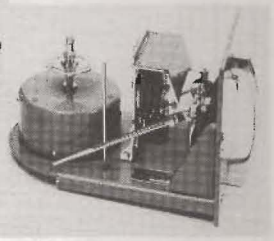
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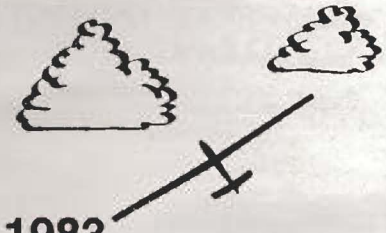
NEW ZEALAND: "Gliding Kiwi" official Gliding Magazine of the NZ Gliding Association. Printed October and alternate months. Write NZ Gliding Kiwi, Private Bag, Tauranga, New Zealand. £6.00 Sterling for year's subscription (inclusive of postage).

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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

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