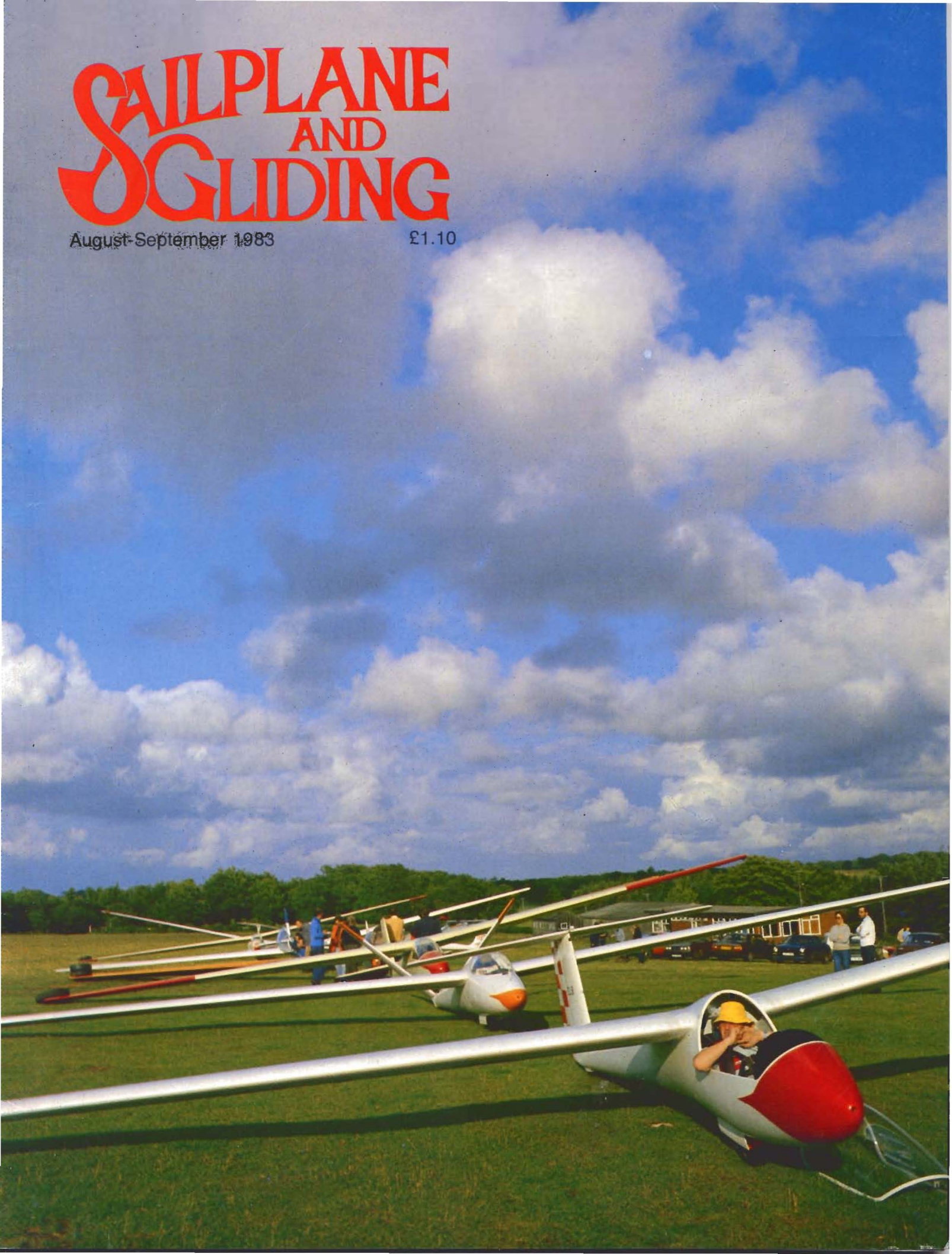
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**Editor:**
Gillian Bryce-Smith, 281 Queen Edith's Way, Cambridge, CB1 4NH. Tel. Cambridge 247725.

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

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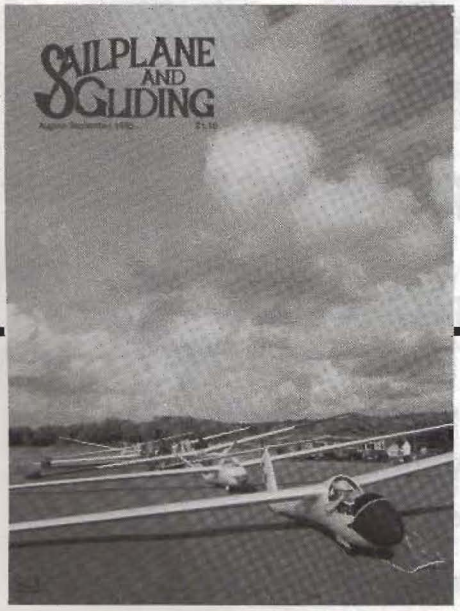
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*Cover:* Hilary Rodwell took this picture of the 1982 Competition Enterprise launch line at North Hill.




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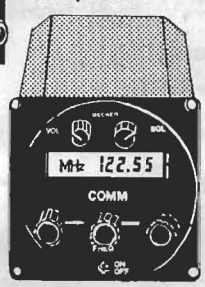
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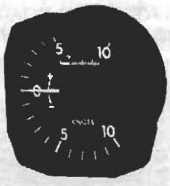
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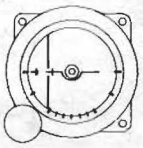
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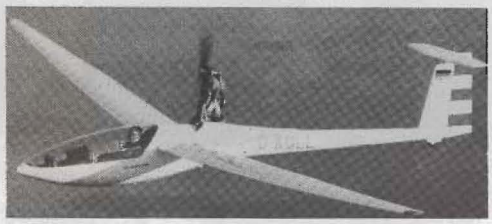
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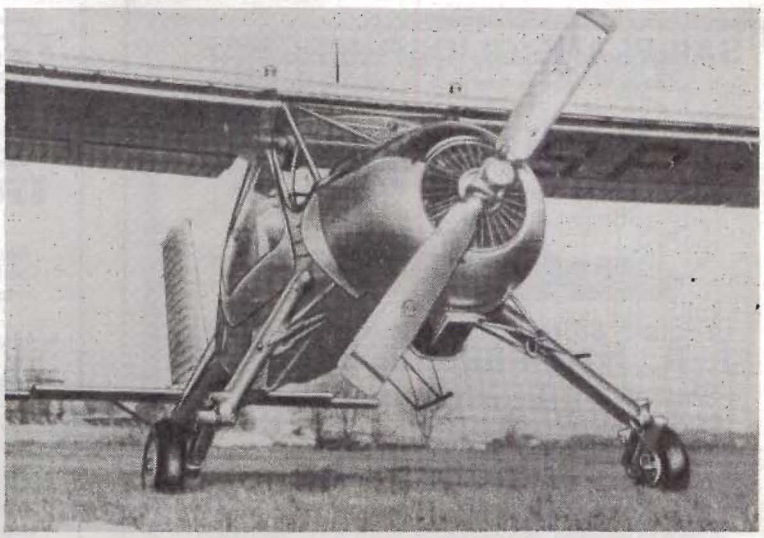
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# THE WORLD'S LONGEST GLIDER FLIGHT

**TOM KNAUFF describes his world record goal and return distance flight of 1647km in a Nimbus 3 on April 25, flying along the Appalachian ridges from Williamsport, Pennsylvania to Knoxville, Tennessee to beat Karl Striedieck's 1977 record by 12.3km. His average speed was 155.3km/h. Tom has 14 national and two other world records, is the only pilot to have gained All Three Diamonds in a Schweizer 1-26 and the only one to fly a 1000km speed triangle in the USA.**

**Preparedness:** World record flights are now so great a distance that a pilot must be assured of enough daylight hours to complete his task. For this reason, the record season in the eastern United States is limited to early fall and late spring. Flights begin during the twilight hours, and sailplane preparation begins in the predawn darkness. Typical take-off times will be around 5am so the pilot and crew will begin their tasks well before that.

## Social life nil

A serious pilot will develop a disciplined regimen of very early to bed, very early to rise, exercise, and diet during the weeks before and during the record season. Friends and relatives are understanding when it looks like a possible record day and pilots and crew go to bed at 8.30pm and social engagements are broken the day before a cold front comes through.

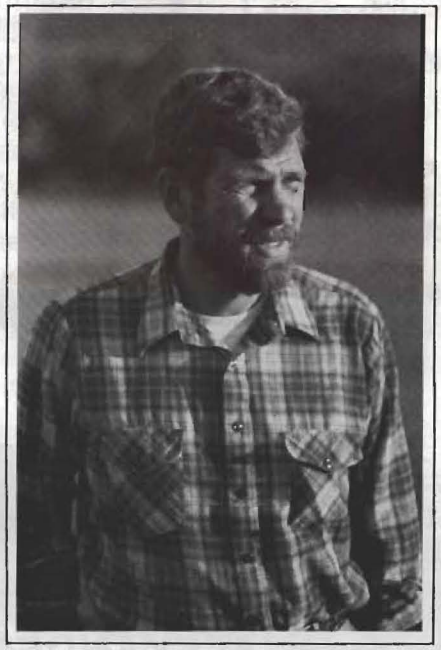
To reduce the preparation time on the morning of a record flight, the sailplane is kept assembled; antifreeze for the water-ballast is measured; batteries are charged; warm clothing, maps and flight declarations are organised and any other advanced flight preparations that can be made are done.

**Weather:** We watch morning and evening weather programmes on television and keep a close watch on favourable weather patterns as they approach the eastern United States. If an especially good system develops we go to the university Met department to look at the maps and data. The head of the department has even issued us our own key to the building so we can get in during hours they are normally closed.

## Early start

The morning of a record flight begins at 3am by listening to a weather alert radio. If this sounds promising, we then phone the FAA flight service station to get the weather reports along our intended flight path.

All of this is how it is **supposed** to work. Sometimes a weather system sneaks in, or develops in such a way that we don't expect record soaring conditions.



*Tom after his epic flight.*

We had kept the Nimbus assembled, ready to go, for ten days before the record day. It was scheduled to rain all day Sunday, as a low pressure area moved up the Atlantic coast, so we took the four outer panels off the wings and put the Nimbus in the hangar.

## Five after records

Sunday it did rain so we took a day off. Sunday evening several of the pilots went to the Met department. There were five pilots at the gliderport who were aspiring for their 1000km flight, plus Karl Striedieck who was watching the weather for a long triangle flight. They all decided that Monday's winds would be too northerly. Pilots who lived distances away called their flight service stations and got the same forecast.

I knew about the low pressure system and didn't expect anything great from it so didn't watch the weather. Several of us went to a play and then had a late dinner. I got to bed after midnight.

At 4.30am my internal alarm went off and I woke to a strong wind blowing against the house. The weather alert radio was calling for strong winds and a quick phone call to flight service confirmed that the winds were blowing strong all along the mountains clear down to Knoxville, Tennessee.

We were getting a late start, but Doris Grove and I rushed to the gliderport and woke up the pilots who were staying in the bunkhouse and our mobile home on the gliderport. We also called the local motels where pilots were staying. Thanks to other practice runs over the years, things went quickly and I was able to begin the aerotow to my remote start point 91km away at Williamsport before 7.30am. I could have launched 1½hrs earlier.

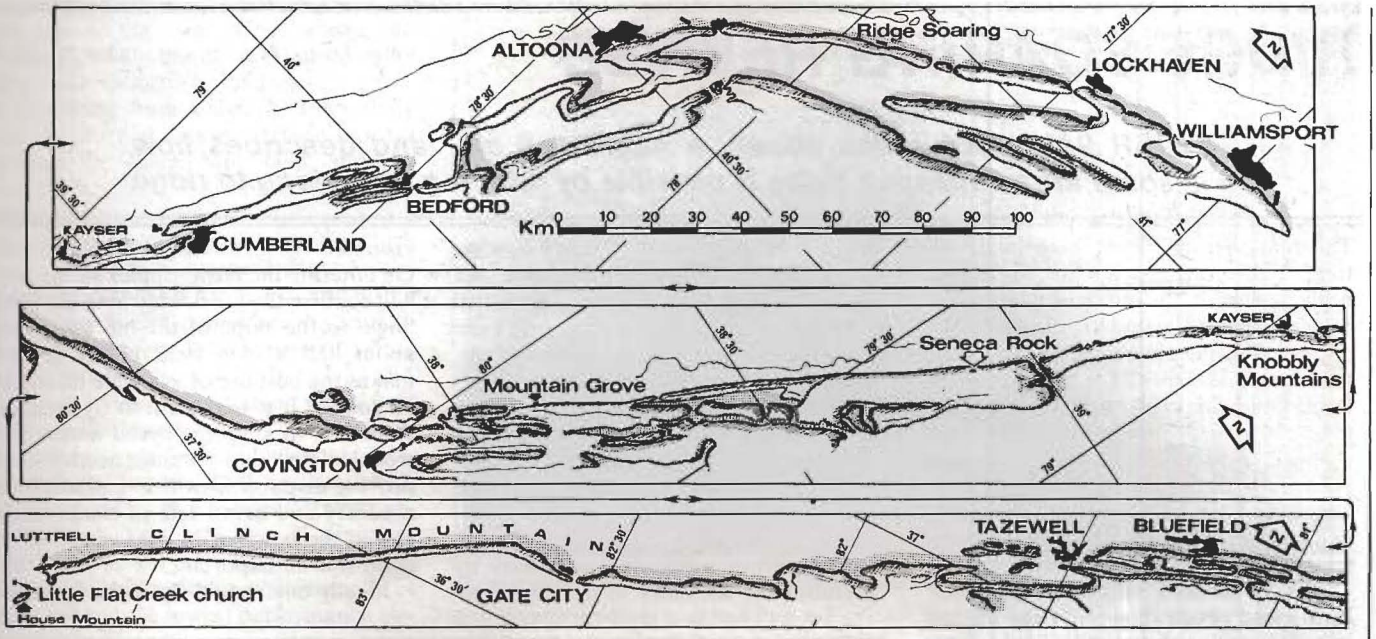
## Snow shower

Snow showers obstructed our flight path as we towed towards Williamsport. The tow pilot mentioned that we might have to turn back. We descended to about 700ft above the ground to maintain ground contact as we flew through a snow shower at Lock Haven. I released from tow at 7.50am and raced the towplane back towards Ridge Soaring Gliderport.




*The map of the route.*

Alan Sands from Ireland, in a Kestrel 19, and David Noyes in an ASW-19 took-off from the gliderport at 8am as I was approaching Howard dam. Alan was




attempting an 1100km goal and return for a new British record, and Dave was trying for his 1000km distance. They both took a 3000ft tow and released in wave. I stayed on the ridge to Tyrone, slowed to 80kt and gently rose first in rotor, then contacted the wave.

I was able to maintain 80kt while the wave lifted me to 7000ft msl. When I passed Bedford I moved downwind to the secondary wave, then moved downwind again as I approached Cumberland to what becomes the primary wave again. There were no lenticular clouds but lots of rotor clouds to indicate where the wave was.

## Breaks far ahead

The wave was strong enough to permit cruising at 110kt and still be lifted to 14 500ft. A cloud layer had formed below with tops at 9000ft but I could see breaks in them far ahead. Small holes allowed me to see the ground beneath me as the wave ended and I gently descended. I arrived at Mountain Grove with an average ground speed of about 193km/h. I had flown 450km.

Descending below the clouds, I again began to cruise at high speed in ridge lift past Narrows and Bluefield. My average ground speed for the entire flight to Tazewell (about 600km) improved to 202km/h. At Tazewell there is a large gap in the mountain chain. This gap, and a problem at Gate City slowed me down and I flew a cautious 100kt to the end of the ridge where I climbed in a thermal to fly out into the valley to my TP, Little Flat Creek church just north of Knoxville.

I was sorely tempted to continue for a straight out distance attempt but decided to go for what seemed like a sure thing.

The trip back was uneventful as I retraced my flight path past Gate City, Tazewell, Bluefield and Covington. As I approached Seneca Rock I could talk to Alan and Dave who had made their respective TPs, and were only 100km ahead of me. They had encountered a high overcast and snow showers.

There was a huge area of snow ahead of us that seemed to be passing to the east. I slowed down since I was so far ahead of schedule, there was no point in charging into the storm. There was a line of rotor that carried me across the Keyser Knobbly mountains. Now there were only two mountain gaps to cross.

Alan was forced to land after flying 930km because of severe snow showers. Dave reported snow showers but not so bad. Dave transitioned to a downwind ridge to avoid the two gaps but would have to make a difficult transition into the strong wind to regain the proper Bald Eagle ridge.

## Sky cleared

I continued to the 18km Bedford gap with intentions of making the same downwind dash, but found a line of rotor to take me directly across. Visibility was poor but not impossible. At the Altoona gap, I was able to climb in a wave and cross with no difficulty. It was snowing quite heavily. As soon as I was safely across this final obstacle, the sky cleared and I could see all the way to my goal, 150km away.

As I roared along in the strong ridge lift, Kark Striedieck called on the radio and was the first to congratulate me. We compared notes and I told him the details of the flight.

The total distance is 1647km and the flight took 10hrs 36min at an average speed of 155.3km/h. It was an extraordinary day, perhaps the best that I have ever seen in the 18 years that I have been flying the ridge. Karl's flights were about 14hrs in length and he has always had to go very slow at the southern end of the ridge.

## A first for Canada

Dave made his 1000km flight, and the next day, Brian Milner became the first Canadian to fly 1000km. Brian is the 16th pilot to attain the 1000km award on 'our' ridge.

Record flights such as this one cannot be done without the help and co-operation of many people. Doris Grove and her daughters, Rosalie, Maria, and Elizabeth, have helped me for many years. On numerous occasions we have made the early morning preparations and they have always been supportive. Their enthusiastic optimism makes a person like me actually believe that these flights are possible. Wait 'til you see what they have planned for me next.

* * *

**NB.** Tom's book, **Ridge Soaring the Bald Eagle Ridge,** is available from the Ridge Soaring Gliderport at $14.95 plus shipping.

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

# RIDGE SOARING REVIVED

***PETER SAUNDBY writes about "a neglected art" and describes how in some areas distance flying is possible by jumping from ridge to ridge***

The first soaring flights were made on ridges but for many years this has been a neglected art. In the minds of many pilots ridge soaring is equated to pole squatting, and being subject to abuse by an instructor of limited experience if one slipped lower than the prescribed level on the pole. My news is that all that has changed. Ivor Shattock from Usk and John Bally in the Black Mountains have shown us that ridge soaring is exciting, demanding and is only tedious to pilots constrained by their own limitations.

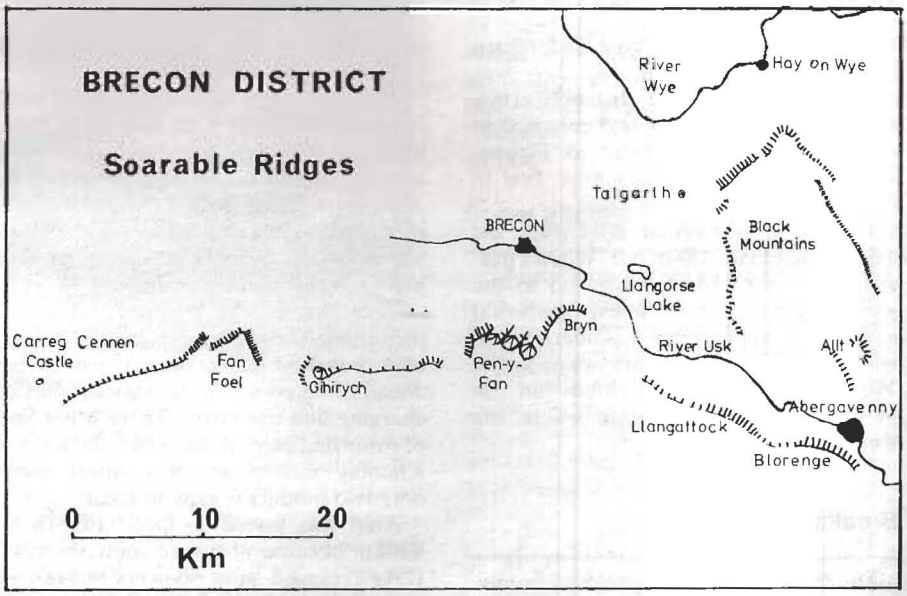
Just as modern sailplanes with their high speed penetration and flaps for low speed handling have expanded cross-country thermal soaring, so the same aerodynamic improvements make it possible to jump from ridge to ridge, making distance flying practicable in suitable areas. But in addition to a high performance sailplane, the pilot requires to learn new skills in order to return to ridge soaring.

## Sound sense of direction

The problem is to recognise from the shape of the ground and the direction of the wind those areas which will provide lift. Here the most valuable asset is a strong sense of direction because it is all too easy to follow the curve of a hill to a point where the wind no longer provides lift. For the major and higher ridges the wind direction will be the forecast geostrophic wind, but lower down, below the level of the upper hills, the wind may be deflected and the lift generated by the smaller ridges will vary accordingly. So long as the wind blows, and the hills exist, there will be lift.

However ridge lift can be destroyed by either thermals or wave, both of which provide lift in their own right. The incautious pilot, and most of us are incautious at times, may fail to recognise and exploit these other energy sources and find himself sinking in their down draughts. When flying cross-country, ridge lift can be used in one of two ways; first, and traditionally, by flying slowly in front of a powerful ridge in order to obtain maximum height, or cruising above the face of a ridge covering ground in the shortest time. Even a very gentle ridge will allow long distances to be covered with minimal loss of height, where it would be impracticable to soar any single beat. If the ridge is steeper one can fly faster, and in some locations the maximum is set by the limiting rough air speed. At the high speeds obtainable the longest ridge passes only too quickly, however one can always turn back and run it again!

Flying from ridge to ridge means that one is liable to arrive at the next ridge at a rather lower altitude than would traditionally be considered desirable. To avoid landing out, or worse, it is necessary to carefully plan the entry to the ridge and keep in mind escape routes to the valley fields should one have miscalculated. Mountains in these latitudes were gouged by glaciers during the last ice age and the corries or cwms formed by the upper parts of these glaciers concentrate the wind and form excellent generators of lift, even in quite light breezes. If sunlight illuminates the bowl, anabatic lift will increase the energy available.




A typical cwm is a bowl, more often than not facing north and usually containing a small lake. At about a kilometre in diameter they allow enough room to manoeuvre inside. The problem is that at the lower levels the slopes are gentle so that the lift is weak and only to be found close to the surface. When entering a cwm, especially when below the anticipated height, it is necessary to fly along an arm. One of the ridges will be facing to some extent into wind and because the ground is rising, no height should be lost. On entering the bowl, ripples on the lake will confirm the wind. Matching the bank angle to the slope of the hill and flying about half a span clear of the ground makes the best use of available lift. As in all soaring it is important to fly accurate turns and to keep the speed under control. Unlike other soaring, nearby rocks provide distractions which tend to inhibit accuracy and hence rate of climb. When low in the bowl, or in light winds, speed control is all important.

Ideally one should fly at the speed for minimum sink but when turning in the bowl a higher speed is required to maintain adequate control. At the end of the beat, one must turn into wind, raising the nose momentarily while still in the lift, then drop a wing and allow the aircraft to accelerate to a safe speed before one is pointing towards the bowl again, and then reverse the turn to re-establish the opposite beat at the optimum distance from the ground. The secret is to start the turn as close as possible to the hill, taking advantage of any small gulley, so as to complete the reversal without flying out beyond the zone of lift. If the turn is misjudged, the danger exists of finding oneself pointing directly at the hill with insufficient air speed. If the aircraft is flown too fast, it will not climb. Flown properly, even in very light winds, a few feet will be gained on each beat. In strong conditions the aircraft will be blown sideways out of

the top of the cwm. Once above the summits, height can be maximised using more conventional techniques.

Operating from Talgarth, John Bally has pioneered several ridge routes around the Black Mountains and the Brecon Beacons. Two of his routes provide triangles in excess of 100km and one or other is practicable in any wind which has a northerly component. Because the local geography is complex, and for a Saxon the Welsh names are difficult to read, or comprehend over the radio, it is easiest to learn the route using a lead and follow technique. This method works well because the leader can always establish himself on a safe ridge and allow his flock to catch up. Essentially the routes break up into a series of passages between secure ridges. For each step a minimum departure height will have to be estimated, depending upon the strength of the wind and the lowest performance aircraft.

The route between safe ridges will not be direct but should follow the most favourable slope of the underlying ground in order to minimise height losses. In some places a more circuitous path is recommended in order to maintain access to safe landing fields. If a ridge is reached at or above the minimum height for departure it should be overflown. All the time a watch must be maintained for thermal or wave which would disrupt the ridge lift and provide alternative soaring paths. Once the route is known, it is easy to go round again and with experience heights can be reduced and speeds increased.

## Easy to hop forward

The longest, and also the simplest route from Talgarth is available in a north-west wind. Launching by aerotow from Talgarth the experienced can release at about 600ft above the site and turn onto the face of the Black Mountains. A short beat or two will bring one up to the crest of the immense NW ridge and then one can fly directly to the northern extremity of Hay Bluff. This is a popular hang gliding site and so it is polite to reduce speed and climb well above their operating levels. Running back along the ridge one should make maximum altitude near the site and contact the leader who will not have bothered with the easy section. Heading south-west to the Bryn little height will be lost when passing the windward slopes of Troed and Llangorse hills. The Bryn lies south of the Usk river and from a prominent lower slope a ridge leads to a cwm cut out of the high plateau. Once established above this it is easy to hop forward to the highest point of the Brecon Beacons which is called Pen-y-Fan.



*The west ridge of the Black Mountains, looking towards the Brecon Beacons. Photo: Gareth Cunningham.*

After checking his followers and climbing to maximum height the leader turns initially south-west, and then west passing over the windward slopes of Fawr and Lia to climb again over the curious isolated bowl called Fan Gihirych. This bowl lies within a mound and in a north-west wind the outer face provides the best updraught. From there the direct track to Fan Foel is over unlandable ground and so it is advisable to push forward, almost to the forest before turning west. If excess height is lost, one can always fall back on Fan Gihirych and try again. Fan Foel has two steep faces, meeting at a north corner, each overlooking a little lake and only one aspect will give lift.

In a north-west wind one must round the corner to climb the mile long cliff face. Having gathered his group and proceeding north-west, the leader moves forward to Fan Frynach and after climbing the maximum height he follows the valley fourteen miles westwards to round Carreg Cennen. This fairy tale castle, set on limestone cliffs overhanging the river marks the westermost point on the route and from here one has wide views of the industrial Welsh coastline. Turning back along the ridge, the high points of the Brecon Beacons look impossibly far, but a climb at Fan Frynach gives enough height to fly directly to the foothills of the Beacons and once there it is easy to work up into the high bowls. From above the highest point, and routing to windward of the intermediate hills, one can return directly from Pen-y-Fan to Talgarth.

In a north-east wind the local face of the Black Mountains does not provide lift so an aerotow to 2000ft above Llangorse lake is required; from there a run downwind to the Bryn allows a climb in the high bowls of the Brecon Beacons. From Pen-y-Fan to Fan Foel is easy in a north-east wind but in this case the north-east face is the one which provides lift and also marks the western limit of the route. Returning to Pen-y-Fan may need intermediate climbs en route but without thermal or wave it is impossible to gain enough height over the Brecon Beacons to fly directly back to Talgarth; the return route is circuitous but fast.

Following the Usk valley lift exists all the way over the quarries at Llangattock with a final climb from the Blorenge. On the day I flew this way a thermal over Abergavenney took us directly to the end of the north-easterly ridge of the Black Mountains, and diving at the ridge we flew nine miles at 90kt to Hay Bluff. Lacking a thermal one can use the Allt and a second smaller hill as stepping stones. From Hay ridge height is adequate for a return downwind to Talgarth but the temptation to remain on the NE ridge and enjoy the endless free energy is not easily resisted.

Glider pilots owe a debt to those of the Black Mountains Gliding Club who have re-established ridge flying as a respectable form of soaring. For pilots who want badges, wave and thermal offer easier opportunities, and these too exist, but for a pure flying challenge, ridge navigation is hard to beat. For the routes from Talgarth John Bally has published a guide, written in the detailed format more commonly used by rock climbers, and a study of this is mandatory for visiting pilots.

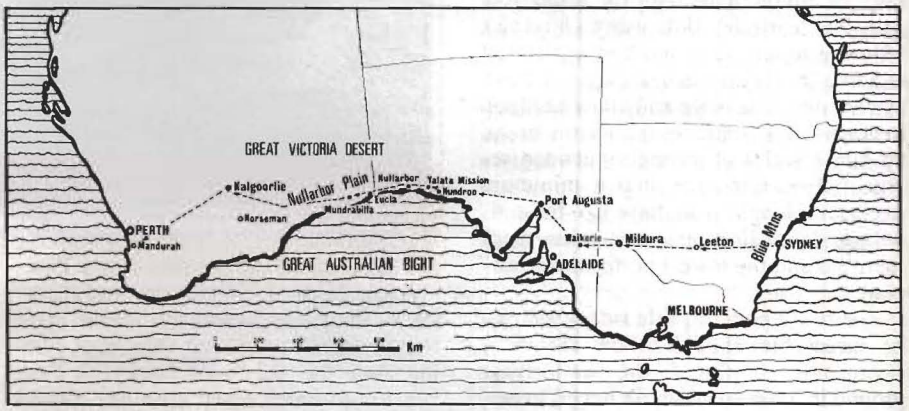
* * *

Finally one must end with a note of caution; the art of ridge flying has been so neglected that even well qualified pilots have much to learn. The quickest way is in a two-seater or to follow an expert, the slowest is to explore oneself, and the most expensive is to ignore the briefings.

# SOARING TRANS AUSTRALIA

*Even before completing the soaring flight across Japan in his PIK 20E, featured in the 1982 issue of S&G, p162, TUG WILLSON was thinking about his next project — Trans Australia. This he achieved at the beginning of the year, collecting the world motor glider single-seater straight distance record during the 4000km trip which he describes below.*

Correspondence had been exchanged with Mike Valentine of the Gliding Federation of Australia and the response had been most favourable. A detailed study of computer readouts of Aussie weather showed January and February to be the best months, and quite surprisingly east to west to be the best direction. My master warning alert flashed at this snippet of information. Every Australian airline passenger knows that the jet stream blows like fury west to east! However the computer told me that it only lies when garbage is fed into it and Wally and his lot are fair dinkum*, so Sydney to Perth won the day.




What actually happens is that the lower level pressure pattern for the Australian summer **normally** shows lows over the Central and Northern mainland and high pressure over the Bight. When I later tackled Mike Borgelt on why it blew like hell the other way, he told me it wasn't a normal summer, and even if it had been then a Pom* would have got it wrong in the southern hemisphere — these Met men stick together!

January 2 was the big day for departure, but would you believe that after four years of drought in New South Wales it rained. January 3 was still not soarable, but just good enough under a gloomy sky for Australia to beat England in the one-day cricket match at Sydney. Was there no end to this gloom and doom! Bingo, on January 4 the sun shone and off we went.

I took-off in Solarbird at 1030, climbed to 3280ft, stowed the engine and passed through the start gate over the airfield at 1041. The first two hours produced very difficult conditions as the cloudbase was only 4500ft asl and the mountains of the Great Divide rose to 3000ft, leaving only a narrow band for thermalling. Soaring the Blue Mountains at such low level gave a truly spectacular view of this wonder of nature — mile after mile of beautiful tree-clad mountains with deep blue lakes having sheer cliffs rising vertically from them to 2000ft. Eagles frequently joined me in serene silent flight, soaring only feet away from the cockpit. This was undoubtedly the most spectacular countryside of the whole crossing.

One day I will return to linger and again savour the beauty of these mountains, but on January 4 it had to be speed as the world record for type stood at only 324km, and that was the target. As the day passed, the mountains gave way to the agricultural plains, and finally as the sun lowered into the western sky the surface temperature fell and the thermals died. I landed at Leeton in New South Wales after covering 395km, a new world record.



*Pre-flight preparation at Nundroo before crossing the Nullarbor plain.*

## Ground support team

All day I had been in radio contact with Marlene, my wife, Dennis Gorton and Hal Sutton, who together formed the ground support team, towing the glider trailer and spares over the GAFA.*

Thermals started a little later, at 1115, on January 5. The second leg continued across the drought area of New South Wales. The devastating effect had turned arable fenced land into desert with huge

sand drifts. Thermals rose to 5500ft but a 15kt headwind persisted from the previous day. However another long flying day extended the record to 430km, landing at Mildura.

The weather pattern remained unchanged on January 6. Thermals rose to 6000ft with the 15kt headwind becoming a beam wind. This day took us to Port Augusta *via* Waikerie — 480km, we had done it again!

## Low over reservation

The seventh day promised to be something special. Hot surface air from the hinterland pushed the afternoon temperatures up to 45°C with thermals booming up to 15 000ft. Unfortunately the winds were westerly at 25-30kt. Nevertheless we made 580km over the first of the real GAFA, landing at Yalata Mission on the Nullabor plain. As the thermals died at the day's end, I was low over an Aborigine reservation.

My very wise adviser on Australian affairs, Dennis Gorton, convinced me by radio that if I landed I should quickly jump out of Solarbird and stop all the instruments required to validate world record claims, then quickly take-off again. I landed with no one in sight but within seconds I was being charged down by about fifty of the most horrendous looking indigenous gentlemen. Two world records that day — 580km and the quickest ever take-off! Once airborne I contacted the crew by radio and flew back 50km to rendezvous at Nundroo for the night.

## Solarbird at high speed

January 8 was a day of sheer joy. No records this time, but a memorable flight of 385km to Mundrabilla, mostly flown along the sea cliffs of the Nullarbor plain. For 210km I ridge soared the sea cliff from Nullarbor to Eucla then inland, still, following the ridge to Mundrabilla. The ridge is south facing, between 175 to 300ft high. It has a steady south-westerly sea breeze of 15 to 20kt blowing onto it. Highway 1 runs along the cliff top for miles, and Solarbird raced along at high speed at cliff top level right beside the Mercedes which, whilst being driven at the 110km/h speed limit, was no match for the sailplane.

After the previous day of optimising every effort to achieve maximum distance, it was great to relax and enjoy the steady, reliable lift of the ridge, sharing the sky with hundreds of eagles and watching numerous sharks clearly visible in the water below.



*Mission complete. The team, left to right, Tug and Marlene, Dennis Gorton and Hal Sutton.*

A cold front passed through on January 9, thus preventing further progress that day. On the 10th we continued, planning to follow Highway 1 to Norseman. Unfortunately the SW wind carried sea air to the highway, so I had to move inland into the wide open space of the Nullabor plain. For the next seven hours I didn't see a single recognisable feature from which to map read; no roads, rivers, salt lakes, hills — nothing but flat sand. Thermals were to a maximum of 4500ft so I had a close, long look at that sand!

Throughout the day I knew I had Highway 1 on my left and the Trans-Australian railway on my right. The two, being mostly 150 miles apart, converge to meet at Kalgoorlie, and that was where I finished. Throughout those seven hours I had been out of radio contact with the ground party, however Qantas Flight 24, east bound from Perth, kindly relayed my progress to them to allay their concern. The 650km flight lasted 9hrs 15min.

At long last on January 11 the weather came good, as the hoped-for high pressure moved into the Bight. This produced the first tailwind and although thermals were still only 4500ft we covered the 414km to Cunderdin in 3hrs 56min. On that day it would have been possible to have completed the task and reach the coast, but the Standard Class Nationals had their final night party and there was no way we were going to drive past all that beer!

And so, on January 12, Solarbird landed at Mandurah by the Pacific to complete the first ever flight across Australia. The entire flight had been done without ever using the engine after having passed the start gate each day. The world motor glider single-seater straight distance record of 324km had been reset five times finishing at 652.7km. The Australian media interest was enormous throughout and the arrival was covered by satellite on the national television news of 130 countries worldwide.

## The potential is there

My only disappointment was at not having had the opportunity to fly the 1000km. Certainly the potential is there for very long distances. Given the good day with the regular 1000ft/min thermals to 15 000ft, a 30kt tail wind across the Nullarbor, a high TAS from cruising above 10 000ft, an extra 1½hrs sun time from chasing the sun and a water-ballasted DG-400, then 1500km would be a distinct possibility for the future. Sadly this time, with one exception, it was shallow, blue thermals into a headwind. Dennis said I flew it like a real Pom — I never did find out whether that was a compliment or not. What I do know is that it was a truly wonderful experience for which I will always remain indebted to everyone who helped the project on its way, especially Marlene, Dennis and Hal. They know for sure just how long a 4000km retrieve really is!

Now for the really big one of soaring from Hong Kong through China and over Everest — but that will be another story.

*__Interpretation:__ — *Pom* — an English gentleman (oft married to a Rose); *Fair dinkum* — description for truthful English Met gentleman who has gone down under but feels no pain and *GAFA*— Great Australian Vast Open Space.

# TAIL FEATHERS



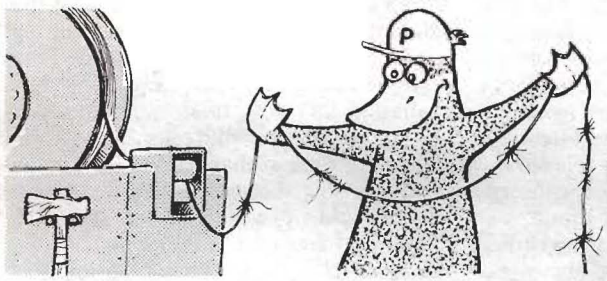
by PLATYPUS

## NEVER AGAIN!

**To clubs thinking of ways to raise extra funds, this recent speech at a club dinner comes as a warning:**

It may just be old age seeping into my bones, Mr Chairman, but I feel that life at Dunstable was so much more eventful when I was starting, 20-25 years ago. To give you an idea of what I mean I would like to take the liberty of reading to you a confidential letter purporting to be from the then CFI of the club to the chairman. It was leaked to me by a former member of the committee who wishes to remain anonymous — not so much a Mole as a, er, Platypus. Whether the letter itself is authentic or not, the actual *events* described certainly did happen, being etched indelibly on the memories of many of you here tonight. The writer was clearly recovering from an end of season breakdown, since the letter is addressed from — THE UNSTABLE BEDS REST HOME FOR NERVOUS DISORDERS, Dunstable, Beds.

"Dear Chairman, Thank you for the grapes. I shall soon be fit to return to work in good time for the new season, but only on one condition — that we do NOT have an air display next year.

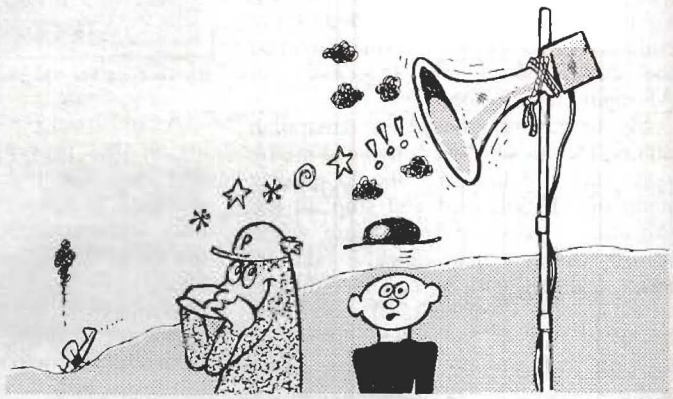


*Consequent wear and tear on gliders*

"I fully realise the urgent need, expressed by the committee, for such essentials as a heated indoor swimming pool, sauna, solarium and a new girl behind the bar. I am also aware that last season's courses were a financial disaster: the total absence of rain, fog and high winds resulted in a ruinously high number of launches with consequent wear and tear on gliders, tugs, winches, cables, tractors, etc.

"With luck next season's weather will revert to normal and the course members will be more profitably confined to the swimming pool, sauna, solarium — and the new girl behind the bar. But there must be no air display. Let me refresh your memory — if that is necessary — about the last one.

"The day was supposed to begin quietly with the arrival of visiting power pilots from all over the country and a few gentle joyrides in the T-21 for members of the public. The visiting pilots fell (in some cases literally) into three categories: those



*Interrupted his commentary with an undeleted expletive*

who could not take-off properly; those who could not land properly and those who could not quite manage the bit in between. In the second category a TRIPACER, after sniffing nervously around the circuit a couple of times, landed on hangar ridge, trickled down into the gulley and there stove in its nose wheel and prop. The public might have thought this was all normal, or at least a planned part of the entertainment, except that Geoff Kerr on the PA interrupted his immaculate commentary with an undeleted expletive which raised more comment than the flying.

"In the first category, a Cessna took off with a small boy as passenger and made a neat furrow with one of its wheels in the roof of a Jaguar parked in an enclosure packed with hundreds of people and cars. The Cessna got airborne OK, but it was found impossible to open or shut the Jaguar's doors, so it was a write-off. Which is nothing to what would have been written off had the passenger been someone built like Tim Newport-Peace.

### Most inefficient ever built

"In the last category, a Lasham pilot arrived with a motorised Tutor, probably the most inefficient aeroplane ever built since the Spruce Goose. He proceeded to do aerobatics, of a sort, in an aircraft that was marginal even in level flight. The distinguished chairman of the BGA Technical Committee described it well. The Motor Tutor 'ran out of height, speed, power and control

simultaneously' and plunged into the side of the hill which was covered with spectators. There was no fire and the cut and shaken pilot was rushed to the Luton and Dunstable Hospital. His wife rushed in shortly afterwards, shouting 'Don't worry darling, I've found your false teeth under the wreckage'. 'What do you mean' he says 'I've got all my teeth right here!' The only way we will ever discover how false teeth came to be discarded on the Downs is by asking the club member who is always watching the goings-on on the Hill through a telescope. The Technical Committee chairman actually was in no position to criticise this performance, since while joyriding he managed to bounce the T-21's wheel on the wings of not one, but **two,** parked Blaniks, creasing them almost as badly as the aforementioned car. After this the numbers of joyriders fell off somewhat. Since joyrides were the prizes in a raffle, the club did quite well out of this sudden loss of nerve on the part of the winners. Our T-21 was unmarked and the two Blaniks belonged to other clubs, so again God — or somebody — was on our side.

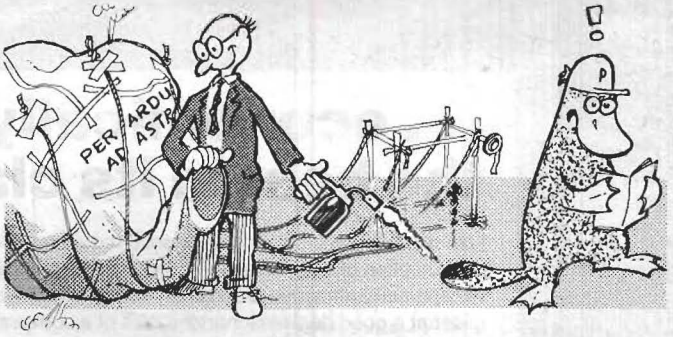
## Timetable in some disarray

"The spectators were having a grand time. The parachutist ended on the clubhouse roof with a broken leg, and in the middle of what was supposed to be a solo aerobatic display in the Jaskolka, Ralph Chesters looked down through the top of his canopy to see the Luton Flying Club pass through the middle of his loop as they strafed the field, the timetable having got into some disarray. The crowd went wild. John Hands was going round like Gregory Peck in '12 o'clock high' muttering about 'livin' on borrowed time'.




***Sudden loss of nerve on the part of the winners***

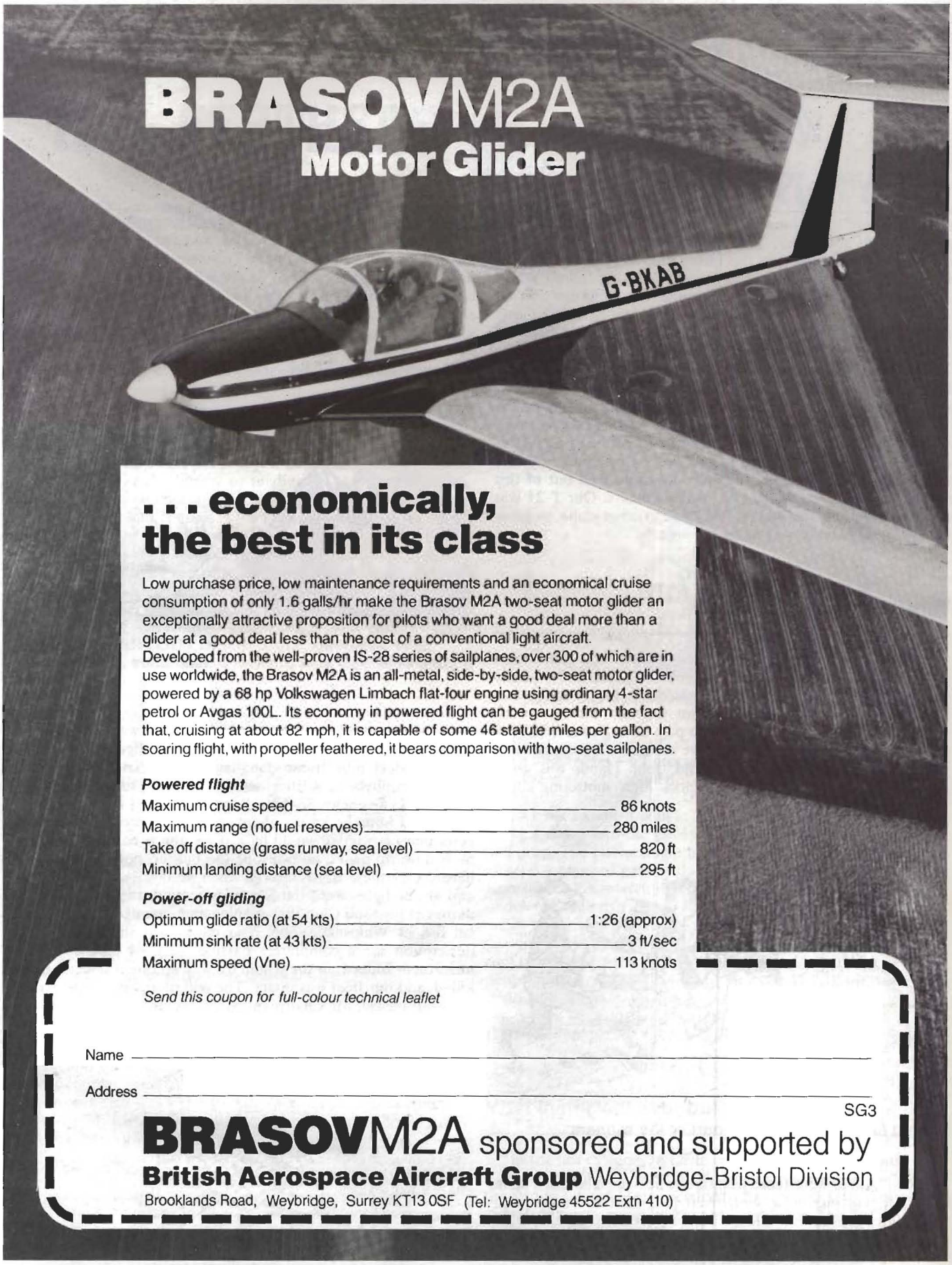
"Finally, there were those pestiferous hot-air balloons. Thank God they will just be a short-lived fad. First the unmanned Montgolfier replica broke loose from its tether in an east wind and, belching smoke and flame, skimmed over the Tiger Moths which were refuelling and crashed 20 yards from the clubhouse amongst a mass of cars and people. The crowd attacked the balloon as though it was Moby Dick, and had to be beaten off by the balloon's distraught owners. To lose one balloon is a misfortune. To lose two, as Lady Bracknell would say, was bloody careless. A schoolmaster, who had built a huge envelope out of clear plastic bags and Sellotape, planned to do a brief flight on a tether using a hand-held flamethrower as a heat source. Of course the lousy tether breaks again and off he goes — without his flamethrower.



***A huge envelope built of clear plastic bags and Sellotape***

"From the spectators' point of view (they were getting real value for money) it was a brave sight: the tiny figure crouched in an open steel tube frame dangling under what looked like a gigantic prophylactic drifting across the setting sun towards Tottenhoe. As he got low in the valley and the sun finally set, someone said 'I hope he knows about the power wires' though what good that knowledge would have done him is beyond me, since he had no rip panel, no trailrope, no burner, nothing. Anyway, hardly were these words uttered when we saw a big blue flash — and all the lights went out for miles around, ruining a planned dinner at the Golf Club that evening and endangering the tropical fish at Whipsnade Zoo. The pilot — if that is the right description for a completely passive piece of ballast — was unscathed. Indeed, in the whole display no one was maimed or killed, and our fleet was intact. The end of a perfect day, we all said, but please, Mr Chairman, Never Again!"






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# PROOF OF THE THRESHOLD THEOREM

THE ARM-CHAIR PILOT

Nearly twenty years ago, in an article called "The Arm Chair Pilot" (S&G, October 1964, p364), I introduced what may conveniently be called the "Threshold Theorem" of cross-country flight in these words:

> The best speed to fly between thermals is found from the standard theory, but the "average rate of climb" is to be replaced by the chosen "critical rate of climb".

Up to then pilots had set the MacCready ring to the average rate of climb in thermals, but in my article I gave reasons why it was preferable to set the ring to the critical rate of climb, *ie* that rate of climb above which one would elect to circle. I pointed out that the selection of this rate would depend on factors other than the thermal strength, such as thermal spacing and one's height above ground.

## Keeps being rediscovered

Like all good theories, this one turned out to be more general than was at first apparent because it got to the heart of the matter. In 1964 competitions were still won in Skylark 4s and no one thought seriously about the theory of dolphin flight, but as soon as the basic rule of dolphin flight was understood ("fly to the ring") it became clear that the Threshold Theorem was more relevant than ever. Indeed, it keeps on being rediscovered, most recently by our very own Platypus (S&G, August 1982, p156) who called the critical rate of climb the "Minimum Acceptable Instantaneous Rate of Climb".

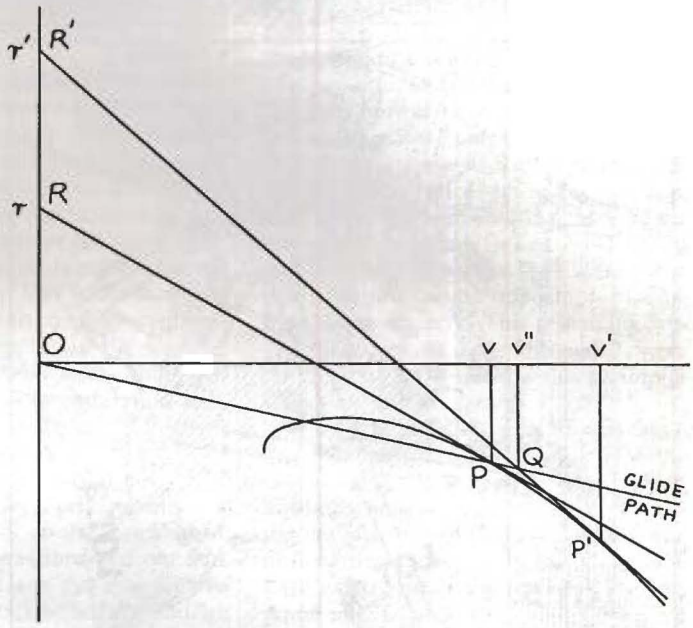
The importance of the theorem is that it holds quite independently of why one has chosen a particular ring setting. Whatever one's reason — good or bad — it implies that it is a waste of time either to climb more slowly than the current ring setting or to discard lift stronger than the current setting. If you insist on doing either of these things then you have chosen the wrong ring setting.

## There is simple proof

But has the theorem ever been proved? It has seemed to me sufficiently obvious from considerations of polar diagrams, and in particular "dynamic" or "virtual" polars (see S&G, February 1980, p10), but since there is a simple proof we might as well have it. It can be given equally well by algebra or geometry, but most readers will prefer the latter.

Suppose we are flying through some air (which may be rising or sinking; the wind, of course, is irrelevant) with the MacCready ring set at r. Sinking air just depresses the polar (it is equivalent to buying a worse sailplane), and since we are going to argue from an arbitrary polar it (or, similarly, rising air) will therefore be taken into account automatically. Then the standard construction for determining our best speed v is that shown in Fig 1. P is the glide point.

If we encounter and use a thermal of strength $r' > r$ we must, according to the theory, subsequently fly at the point P′, which corresponds to a speed $v' > v$. The combined climb-and-glide point will be on the line R′P′ at a position which depends on how long we stay in the thermal (see "Why does the Best-Speed-to-Fly Construction Work?", S&G, June 1980, p126), and staying just the right time enables us to achieve the point Q *on the original glide path but corresponding to a higher speed v" for the climb-and-glide* since Q lies to the right of P. It therefore pays to circle if we encounter a thermal stronger than the current ring setting.




Conversely, if we dally in a thermal of strength less than r, a similar construction (which I leave to your imagination so as not to overload the diagram) shows that no mixture of climb and glide can then improve on the point P. It therefore pays to ignore thermals weaker than the current ring setting.

This completes the proof of the Threshold Theorem; an equivalent algebraic proof may easily be given.

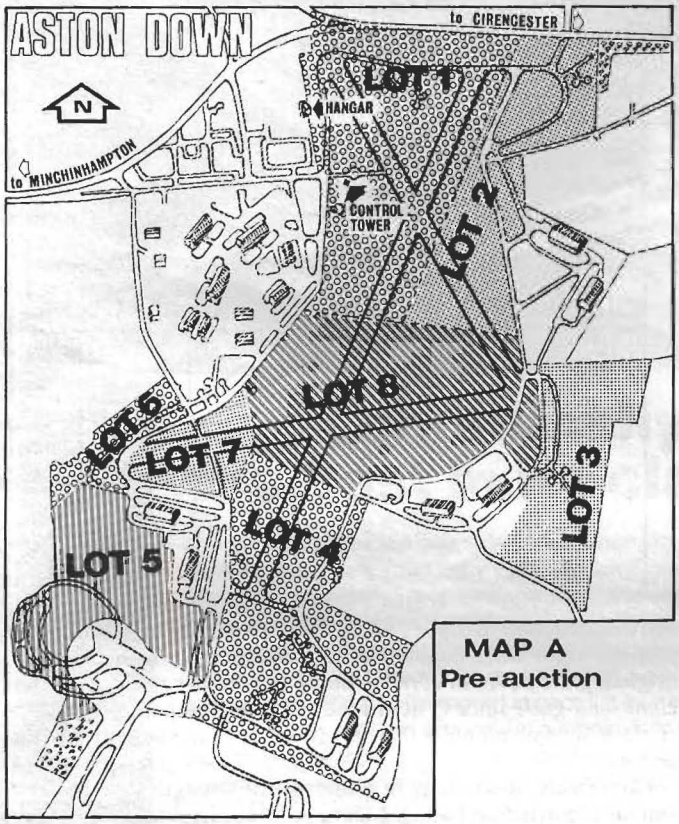
The theorem reduces cross-country speed strategy to the question of choosing the ring setting. In an infinite-depth atmosphere of known thermal strength and profile this would be easy (choose the highest setting that will get you to your goal and stick to it), but in the real world we have to tune the setting to the sky ahead. Too high an initial setting may lose us time when we have to reduce it later as we get low, and much too high a setting will materially reduce our probability of completing the flight at all — as happened to me last Saturday (as if I didn't know the theory! See "A stochastic cross-country", S&G, February 1963, p12).

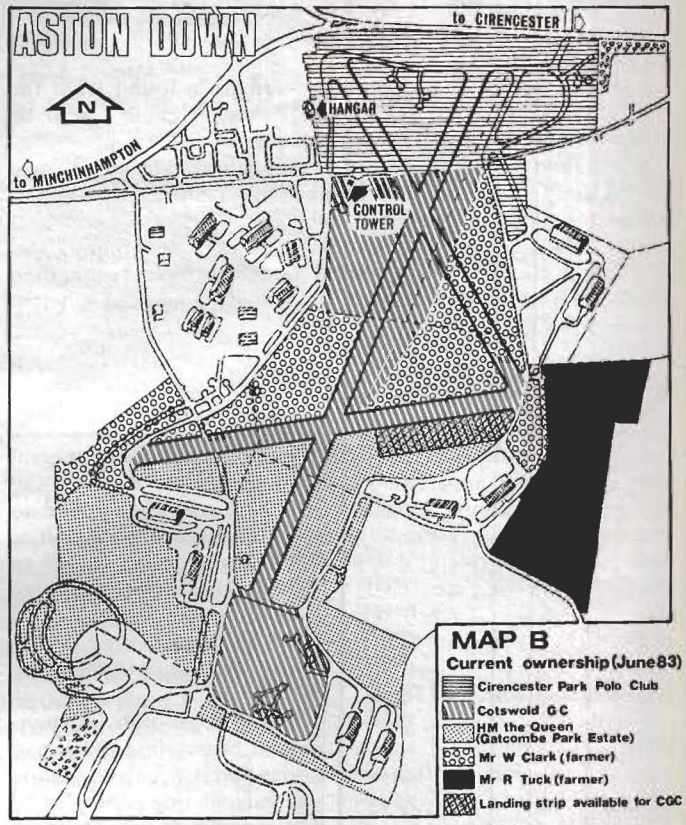
Finally, many thanks to S&G's correspondent Garry Speight from Australia (October 1982, p230) for prompting these further thoughts.

**Leeds City Council** have given George Price £1500 to help him go into business manufacturing a low-cost simulator he has designed himself. Working from his bedroom at Middleton, Mr Price has made three and has orders for a further five. To build from scratch they would cost about £10 000 but by using inexpensive materials and ingenuity his version is only about £600. His newly established firm is Simulaire.

# THE BATTLE FOR ASTON DOWN — or AD 1980-82

***DAVID ROBERTS, chairman of the Cotswold GC from 1980-82, describes the complicated process which eventually led to his club being one of the few in the UK to own their own site.***




Perhaps one of the more neglected problems in gliding has been site security. Many clubs have thrived since 1945 by having available disused Government airfields providing ample space and runways at probably a nominal rental. By 1975 the scene was changing when the Nugent report was published, indicating the Government's intention to dispose of surplus airfields. Then the Cotswold Gliding Club (CGC) had a licence from MoD for the RAF active airfield at Aston Down, half way between Stroud and Cirencester.

From 1973 the then chairman, John Holland, scoured the Cotswold area for an alternative runway based site, but to no avail. Any alternative of a "green field situation" had to be rejected on the basis of cost and protracted site development problems.

By 1977, the Committee decided to build up liquid funds whilst not compromising the operations of the club. Many hours were spent in improving the autotow reverse pulley launching equipment to achieve higher launch revenue. A public relations programme was developed to ensure that influential people in the area and the general public were aware of our sport and good soaring location. Secondly, through John Holland's early initiatives, certain political and Civil Service contacts were made by him in order to prepare our case for whatever eventuality.

In early 1980 we learnt that Aston Down would be auctioned later that year. The complication was that the original landowners with Critchell Down rights would be offered first refusal of land that had been compulsorily purchased to create the airfield, and thus the airfield would be divided into eight separate lots conflicting with the needs of a runway based gliding site.

Much of the political lobbying at this stage was directed at the MoD and the Minister of Sport and was aimed at pursuading them to allow CGC to offer for certain areas by private treaty rather than public auction. This was not possible because of the Critchell Down rights situation involving four separate parties and also the Government were bound by the precedent to sell at public auction in order to realise a "market price". One concession was given whereby the original plan to sell the whole of the 110 acre north end of the airfield as one lot was modified at the request of the club into lots 1 and 2. The club didn't need to buy the land comprising lot 2 but lot 1 included our landing area, the ex RAF control tower and the small hangar. In this pre-auction concession the east boundary of lot 1 was drawn some 130ft on the east side of the main NE-SW runway, allowing a narrow landing strip or cable dropping area. Thus the picture presented to CGC in the last months prior to the auction was shown in the map with eight lots.

We had learned there would be several restrictive covenants in the sale,

including no powered aircraft. CGC was not concerned about this as it had always felt that its low cost reverse pulley autotow system on a 4800ft runway was more profitable than aerotowing and secondly, the covenant would preclude commercial aviation interests bidding. The counter to this strategy was, however, that to continue autotowing would require the full main NE-SW runway and if possible the E-W runway. The third NW-SE runway has a poor surface and would only be suitable for winching. This operational requirement meant the club also had to secure lot 8, the lynch pin in the middle of the airfield, and lot 4 at the south end. In total, lots 1, 4, 6 and 8 amounted to 206 acres which, at an assumed price of £1200 per acre, was £247 000.

## Must be in correct sequence

Lot 8 was subject to Critchell Down rights which leading up to the auction were still unresolved, but even if resolved in our favour, or made available at auction, we would have to be certain of successfully bidding for all three or four lots in the correct sequence at auction to achieve a viable site!

A local landowner, Col Lowsely-Williams, had the Critchell Down rights to lot 8. He was approached by John Holland and willingly undertook to look after the club's interests as regards the lot 8 runways. He took up his rights but then sold all of lot 8 to us at no profit. This deal was struck immediately prior to the auction on December 4, 1980 and very importantly, was not disclosed by the auctioneers, except to the extent of saying that lot 8 was not available for sale at auction. Other bidders were left in doubt who their neighbours would be if they bid for other lots. Lot 8 of course was the key to the CGC plan for without it there was no viable runway system.

If there were not enough complicating factors already, then the Cirencester Park Polo Club was to provide the *pièce de resistance*. Although we had received several calls from possible counter-bidders and had also liaised as much as was sensible with local landowners, a phone call I received about ten days before the auction set in train a sequence of events that was on the one hand nerve-racking and complicating but on the other hand tuned us up to a high degree of concentration to achieve our objective.

This first phone call was anonymous, inquiring about the nature of the club's operations. It was difficult to guess what the potential interest was. The Ministry covenants in the sale were that the land could only be used for non-powered gliding, model aircraft flying and agricultural use, but excluding public equestrian events or shows. I perceived a loop-hole here as regards cash crop operations which would fall within the definition of agriculture but would be a public access safety problem for the club. My imagination was misplaced since a few days later the mysterious party phoned back and told me that he represented the polo club who were interested in purchasing the north end for development of some polo pitches.

Their intent meant that they would be an opposition bidder for lot 1, which would, if we lost it, destroy our whole plan for the airfield. The next seven days were hectic with meetings with the polo club's agent, culminating in our realisation that they were serious, but at the same time clearly did not want to deprive CGC of an operational base. This latter factor of a degree of sympathy for our requirement was largely due to our PR work in earlier years. It was clear that the finance behind the polo club could outbid us for the land, assuming the restrictive covenant in the sale — "no equestrian events or shows" — did not affect the playing of polo by a private club.

In the early hours of the morning of the auction a deal was thrashed out and a few hours later it was put into legally binding terms by our solicitors and at 1.30pm I made a mad dash from Swindon to Cirencester armed with a three page document to be signed by the agent and myself prior to the auction at 2.30. The document was signed by both parties at 2.28pm.

The essence of the agreement was as follows:

1. The polo club were not bidding for lot 1 and CGC were not bidding for lot 2.
2. If CGC acquired lot 1 and the polo club lot 2 at auction, then CGC would sell to the polo club the part of lot 1 north of the old road across Aston Down at auction price. This latter sale, however, was dependent on CGC being able to acquire after auction the runway and south field in lot 4 and the west runway in lot 7.
3. The polo club would extend the main runway within lot 4 by 300 metres at their expense before developing the north end.
4. Until such time as land swops took place after the auction, the polo club would pay CGC interest on certain land held for their benefit. This clause underwrote part of CGC's financing costs.
5. The polo club, in selling the southern part of lot 2 after auction, would create a 130ft wide free, permanent grass rights landing strip for CGC.

The auction was well attended and the lots were offered in numeric order. Having secured, unbeknown to anyone else, lot 8 by private treaty on the back of Critchell Down rights, our only brief to the agent bidding on our behalf incognito, was to bid for lot 1 to a maximum of £84 000 guessing that the reserve was around £69 000. With this under our belt we could not afford at that stage to bid for any other lots available at auction, even though we wanted some of them. Bidding for lot 1 (65 acres) soon reached the reserve price and beyond that was between our agent and another bidder in £500 jumps and within less than a minute we had secured lot 1 for £72 000. The price per acre was kept reasonable by high interest rates at the time (17% base rate!). Lot 2 (45 acres) was knocked down for £44 000 to the polo club after some opposition bidding from local farmers. The remaining lots available, namely 3, 4, 5, 6 and 7, were unsold, but lot 3 outside the perimeter track was sold afterwards.

Following the auction, 1981 was taken up with long negotiations with HM the Queen's land agent and a local farmer, both of whom were interested in acquiring the lots 4 to 7 unsold at auction. The airfield lies adjacent to the Gatcombe Park estate, the home of HRH Princess Anne and Capt Mark Phillips. The net result of these negotiations was that CGC acquired the balance of its requirements by selling the grass areas of lot 8 in a consortium arrangement with all the parties mentioned (see map).

## Problem of weed control

Much of the negotiations concerned the definition of the boundary of the main runways in order to protect the runway drainage system from over-ploughing. Subsequent experience has shown that weed control is a major problem with cereal crops adjacent to the runways and has to be dealt with effectively to avoid erosion of the runway. The principal strategic factor in all the negotiations subsequent to the auction was that CGC, through ownership of lot 8 in the first instance and also through the medium of the agreement with the polo club, was in a strong bargaining position to place restrictive covenants on the land at its disposal. Thus nearly all the land within the perimeter track area can only be used for grass and cereals, thus precluding livestock, fencing, buildings or other obstructions that could jeopardise gliding operations.

The cost of this net acquisition of 78 acres, including the control tower, was £107 000 including legal fees, stamp duty and rolled up interest.

At one stage CGC was committed to

gross expenditure approaching £200 000 albeit with back-to-back on-sales. To finance this complicated acquisition programme required some nimble footedness and also a very understanding bank manager. Our bankers prior to the auction were frightened off by the complexity of the situation and the perceived risks. At the 11th hour Larry Bleaken found a new banker willing to back us (Lloyds, Bristol). They were extremely helpful and saw us through £100 000 worth of bridging finance. The final funding structure was as follows:

| | |
|---|---|
| Club surplus funds at December 1980 | £30 000† |
| Club surplus funds 1981 and 1982 | £25 000 |
| Sports Council grant | £20 000 |
| Sports Council 5yr interest free loans | £8000 |
| BGA Phillip Wills Fund loan | £5000‡ |
| Members airfield loan fund — interest free | £7000† |
| Life membership sold | £6000† |
| Members debentures | £4700† |
| Aeromodellers | £2000‡ |
| Bank loan (after bridging finance paid off) | NIL |
| | £107 700 |

† Available before auction
‡ Promised before auction

The Sports Council assistance was of considerable help and at the time of our application, backed up by a 28 page "prospectus", the maximum grant available under the rules was £25 000. We have subsequently learnt that other regions of the Sports Council have been more generous (S&G last issue p112). Bill Scull's help, particularly in the pre-auction stages of political lobbying, was invaluable.

Throughout this process we have obviously made a few mistakes, such as allowing the plot boundaries fixed by the PSA prior to auction influencing our thinking after the auction when negotiating further purchases and on sales. We were also a little naive to start with concerning the negotiating abilities of farmers and their agents. Legal and tax aspects had to be looked at carefully before commitments were made and generally this aspect has worked out satisfactorily, although we did end up with two companies holding the land because of a change in legislation in December 1980 as regards companies limited by guarantee.

Perhaps one of the most important factors in our success was that in the autumn of 1980 the club membership gave blanket authority to John Holland, Larry Bleaken and myself to deal with all aspects of the auction and negotiations and finance without reverting to the club membership for ratification of each stage. This meant that a small team could act discretely and quickly in the best interests of the club and take critical decisions. There is no doubt that it would have been totally impractical to have referred to the club's membership on all the important points that arose over the course of a year and a half. That is not to say that the club membership was not kept informed from time to time on where we had got to.

On a personal note I have found the acquisition a most satisfying experience, obviously with its frustrations, but the sense of achievement at having secured the site is perhaps only tempered by the thought that we could have retained more of lot 8 had we had more equity finance from within the club before the auction. The three team members are most willing to pass on their experiences to any club that is contemplating an acquisition and of course can be contacted through the BGA.

# BATTERY SAVER

TERRY JENVEY

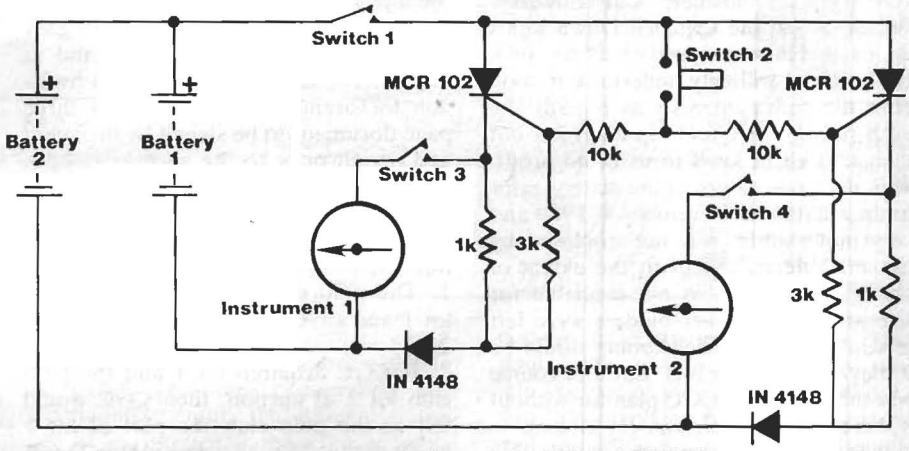
What is the yearly cost to your club of dry cell batteries for the club fleet? The chances are you don't know. Petty cash items like these are not usually itemised on the balance sheet, but the standard 4½V Bell batteries are about £1.20 each and with five or six to a glider the cost is quite significant. Very often the batteries quietly flatten themselves while the glider is sitting on the ground waiting in the launch queue, or worse all week long in the hangar with the vario left on!

## Flat on sunny mornings!

One solution is to fit rechargeable batteries with a high initial outlay including custom built chargers, not to mention finding someone to be responsible for charging them. Someone else made a law stating that rechargeable batteries will always be flat on sunny summer mornings! Not the best answer at all.

The following circuit was designed as a trouble-free, even foolproof, solution to the problem and has proved successful in gliders at my own club. With a cost of less than three Bell batteries per unit to build, the device should soon pay for itself.

The circuit shown is for a typical two




instrument (variometer and T&S indicator) system with independent battery power supplies. If you have only one battery powered instrument simply omit one of the MCR102 thyristors and its associated resistors, and with a one battery system the 1N4148 diode is unnecessary. If you have more than two instruments, add on more thyristor/resistor combinations and include a diode in each circuit as shown.

SWI is a micro switch, or better a magnetic switch of the type used in burglar alarm systems, fitted to the fuselage so that it is switched on when the canopy is closed. SW2 is a push button switch, non-locking, mounted on the instrument panel. SW3 and SW4 are the existing instrument switches.

With the pilot in position and the canopy closed, press the push button switch. The MCR102 thyristors will now be held in the conducting state *via* the 1k holding resistors and the instruments can be switched on and off normally. When the canopy is opened to get out after the flight, the circuit is broken and the thyristors cease to conduct even when the canopy is closed again. The instruments can only be on when the canopy is closed *and* the push button pressed. The 1N4148 diodes are included to prevent one battery discharging through the other *via* the thyristor gate resistor chain.

A word of warning — the thyristors used can only handle 800mA, more than enough for variometers and T&S indicators, but if you want to include your artificial horizon in the system use a C126M or similar thyristor, and replace the 1k holding resistor with a 300Ω 0.5w type.

# GLIDING SPONSORSHIP

BILL SCULL, BGA director of operations

Over the years there has been a modest amount of sponsorship for gliding which has obviously been to the sport's advantage. Attracting sponsorship for sport does not happen by chance. Someone, somewhere, has undertaken a considerable amount of work. In the past few months the BGA has had a Working Group led by Joan Cloke looking at the benefits gliding could offer a potential sponsor and the advantages of promoting our sport more positively.

**The past record.** There has only been limited sponsorship for gliding in the past. The WD and HO Wills Capstan used by the coaching operation from 1963-69, the inter-club competition for the the best trained student for which the main prizes were two Swallows (the first occasion) and the following year two K-6s. More recently Allied Breweries promoted their new product Arctic Lite using the National Championships as the venue as well as sponsoring the British team in the 1981 World Championships at Paderborn. Less obvious, but not to be forgotten contributions, have been team cars at World Championships — Range Rovers from BL in Yugoslavia (1972) and Saabs in Finland (1976) to mention but two.*

All of this support has of course been of considerable benefit to the movement directly or indirectly. Even if support does only defray the costs of sending a team to the World Championships it does reduce the direction of team management effort to fund raising.

**Recent considerations.** If the support we have received in the past didn't just happen then clearly a corporate association plan might enable us to make the necessary contacts and attract new sponsors. The need for sponsorship to support sending a team to World Championships is evident when the cost for a team of four (whether in a uniform or not!) is in the order of £28 000. Clearly a levy on the movement at 50p a head makes only a small contribution.

One of the first questions to ask is "how attractive a package is gliding to a potential sponsor?" Before attempting to answer that it is perhaps appropriate to consider what a sponsor might be seeking from gliding.

Sponsorship on the grand scale costs big money and it will be evident to anyone who watches sport on television that the benefits a sponsor gets are exposure of his name and/or product in the media — television and press. There is a limit to the amount of exposure to be gained and since the sponsor cannot get a direct measure of the effect (as he would with a straight advertising or promotion campaign) sponsorship funds are likely to be a relatively small proportion of their whole budget. Further, the potential funds a sport can attract will be related to the exposure the sport can offer.

In this respect gliding is a minority sport which does not lend itself to TV coverage, at least so far as competitions are concerned and in any case is believed, quite wrongly, to be elitist. Despite the fact that George Lee has been three times World Champion we are not able to raise the level of media interest in our sport. To make it more interesting requires more positive promotion at every level — starting with local press and local radio.

## Must "sell" the sport

We know we've got a good product and we have got to try to sell it!* That "selling" the sport is possible should not be in any doubt. The extent to which the movement rallied to the airways in Scotland issue (239 MPs lobbied) is testimony to this.

The practical step necessary is a positive promotional plan — guidelines for clubs — and these are in the course of preparation by the Sponsorship Working Group. Once these are published we will need an active person in every club to start the plan rolling. Everyone should recognise that any plan will not produce results overnight — five years might be a reasonable time scale if the plan is dynamic and well-managed. However we should all recognise that we are in the business of promoting our sport.

What if each of us introduced five new people a year to the sport with a view to increasing the general awareness of gliding? Given that this could all be achieved then improved awareness would gradually improve gliding's chances of sponsorship.

If we recognise that we may never attract the big time support we might dream of, there are still a lot of opportunities at a level to be of value. Gliding as a promotional medium may well be limited but much of the sponsorship is short term and aimed simply at using the sporting venue, not so much for advertising, but simply as an interesting and different opportunity to entertain or promote a product and a name.

Identifying gliding potential as a promotional medium has been one of the main tasks of the working group and before long we will have a package explaining gliding and its potential to a prospective sponsor and this, obviously, will be followed by further efforts to attract potential sponsors. Although only a small step it is one which has not, to my knowledge, been properly dealt with until now.

Unlike many aspects of gliding management where the real professional expertise is misdirected (such as *solicitors building winches and engineers drafting club constitutions!) the Sponsorship Working Group has people using related skills. The starting point for the group was actually the article previously mentioned — "Where is gliding going?" A response to this came from three people in the form of a paper "Further thoughts . . .". The trio are key members of ADA — Anthony Dicks Associates. Tony is the "words" man, Alan Austin the graphics — (he was the guy who drew the pictures used on TV during the Falklands crisis) and Jeff Smithers is the MD who constrains the artistic talents into a money-making organisation. This trio all fly at Lasham and bring a great deal of clear thinking and enthusiasm to the Group.

John Alway is an up-and-coming competition pilot who flies at Booker. John's business is marketing and his work involves him in sponsorship and promotion. Other inputs have been made by people with real experience in sponsorship, such as John Jeffries who was instrumental in getting the Allied Breweries sponsorship of which I only saw the sharp end as a director of one of the sponsored Nationals.

Identifying a suitably qualified team arose from responses to S&G copy and the peripatetic nature of my work. There is a lot of talent lurking around the gliding movement — identifying it is the problem! If you feel you have something to offer get in touch with Joan Cloke *via* the BGA office. If you feel that you could contribute at club level then speak to your chairman and watch this space!

*(*Also not forgetting The Kemsley Flying Trust. See December 1979 issue, p278, for an account of its valuable contribution. ED.)*

** The need for positive promotion has become apparent in recent years with a decline in membership. Previously demand had always exceeded supply. This aspect alone warrants a separate study which has already been initiated. Remember "Where is gliding going?" (S&G, April 1982, p68)? This is now the subject of a separate study group under Chris Nicholas.*

* Joan Cloke says solicitors enjoy building winches!

# 1983 15 METRE CLASS NATIONALS
# Booker – May 21-30

NIKKI CAMPBELL with photographs by Geoff Brown

The spectre of Greenham Common loomed gloomily over the opening of these Championships when the clouds built up until lightning tore apart the dark grey sky spread out over the soggy airfield and thunder rumbled around us in menacing circles. Nevertheless plenty of laughter was heard as Val Doonican opened the competition. Eyeing the blister hangar uneasily he said it reminded him of some of the barns, huts etc he had done some of his earliest gigs in; but quickly reassured us he wouldn't sing today. Much chortling and innuendo followed Brian Spreckley's expressed concern at gaining a reputation for being Val's "special friend", having spent 11 flights in the K-21 being filmed whilst Val sung love songs to him! (This filming was done for the beginning of Val's new TV series.)

During these proceedings the cunningly intricate Tim Newport-Peace PA system demonstrated to guests how they could hear the telephone in the gliding office ring whilst sitting in the blister hangar.

## Cheery atmosphere whatever the weather

It says much of the organisation under the dynamic and imaginative direction of club manager, Brian Spreckley, that this cheery atmosphere persisted by and large through the whole competition, whatever the weather. Everything on the domestic and flying side ran with that deceptive smoothness that is the result of detailed forethought and planning.

The decision-making triumvirate of Brian, task setter Laurie Beer, and Met man Peter Bayliss had their work cut out making the most of each unpredictable day. Flexibility was surely the key to success here: with gliders towed out first and briefing given at least 30 minutes prior to first launch.

The Met was aided by the loan of a silver dish with antennae which picked up satellite pictures which were then turned into a constantly evolving video display. Peter Bayliss said this was a great help, although interpretation of the picture was tricky — you could easily be fooled into thinking the cirrus was thicker than it actually was being an infra-red picture. Competitors might have been forgiven for thinking later in the week that it would serve them better as a silver umbrella or any ETs around as a telephone to 'phone home!

The start (but rarely finish) line was efficiently and expertly run by Dilys Yates, aided and abetted by Tim Newport-Peace. Although all departments deserve praise, I'll just mention control who remained "in control" and cheerful in spite of what must have been a record number of outlandings.

**Saturday, May 21**
**Task:** 187.6km Membury, Calvert junction, S. Goring.

Gliders were towed out and a task was set. However, thunderstorms as mentioned above precluded any flying and the day was scrubbed. Consolation was offered with the showing of "Aces High" in the afternoon.

**Sunday, May 22**
**Task:** 204.4km Blakehill farm aerial, Chilbolton dish aerial.

The very moist airstream covering the area was to be the main problem for the whole week. The over-convection leading to 7/8, 8/8 cu and strato cu and showers today and the following days was due in part to this moist air and in part to the wet ground. Most days were quite unstable and would have produced moderate thermals had the overdevelopment not occurred.

Launching took place at 1200hrs when it was reasonably soarable; but it was to be an afternoon of relighting and relaunching. Once on their way a shower line approached the first TP and brought 28 gliders down on South Marston airfield, the rest were spread along the first leg. At one stage, with five tugs and our own runway at South Marston, it was difficult to be sure whether the competition was still being held at Booker.

Miraculously Dave Watt managed to finish the task; but as no one else had passed "y" he received no points for his efforts. Pressed to tell us how he did it at briefing next day, he put his finish down to an early start, thus beating the shower line to the first turning point.

**Day 1, Monday, May 23**
**Task:** 205.8km O/R Stoke Dry reservoir.

Although launching began at 1135 it was again a day for many relights. As the cu and strato cu spread out rapidly giving 8/8 cover, many found they couldn't get away again and spent the afternoon anxiously scanning the sky for signs of improvement. The sun came out at 1700hrs and the weather perked up but by then it was too late.

Those that had remained airborne struggled along track to land in very muddy fields. Nine pilots passed "y", although none finished, so it was a contest day.

Ralph Jones, the winner, flew 144.3km and described the flight thus: "It was like walking round the edge of a muddy pond, knowing that eventually you're going to slip in."

| Leading pos | | Dist | pts |
|---|---|---|---|
| 1 | Jones | 144.3 | 123 |
| 2 | Dixon | 136.8 | 116 |
| 3 | Hodsman | 128.3 | 107 |
| 4 | Starkey | 126.8 | 96* |
| 5= | Thick | 105.6 | 85 |
| 5= | Moulang | 106.1 | 85 |


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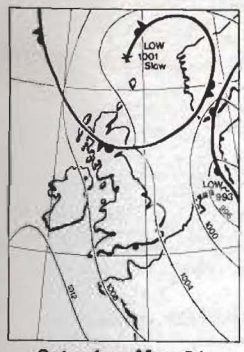
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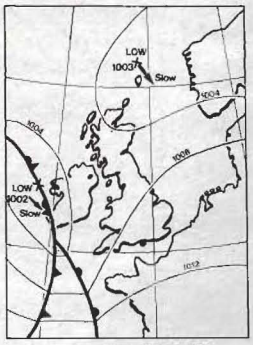
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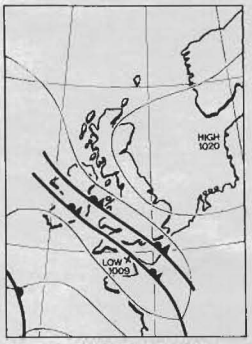
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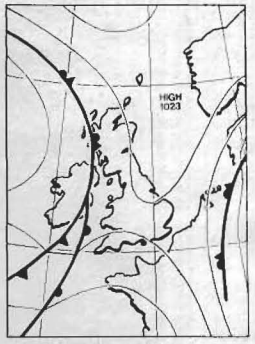
Saturday, May 21



Sunday, May 22



Monday, May 23



Tuesday, May 24



Wednesday, May 25

**Day 2, Tuesday, May 24**
**Task:** 202km O/R Westbury chimney

At last a sunny morning; pilots and crew washed and polished optimistically. However, Peter Bayliss spoke of thin high cloud and showers by afternoon. The best part of the day was clearly to be the first part, so launching commenced at 1115.

Almost immediately the sky clouded over and a sense of *"déjà vue"* overcame the crews, many of whom had done two muddy retrieves already. Although the sun appeared for a few minutes now and then, the cloud never broke up and once more pilots landed out all along track. The first three, Mike Throssell, Dave Watt and Steve White flew most of the way round and another four pushed on past "y" making it a contest day.

The rain duly arrived at tea-time to soak crews and pilots derigging in various far-flung fields.

Mike Throssell, the winner, attributed his distance to cloud climbs short of the TP and long glides out along track.


*An ASW-20 sporting winglets.*

| Leading pos | | Dist | Pts | Ov'll pts | Ov'll pos |
|---|---|---|---|---|---|
| 1 | Throssell | 164.3 | 62 | 99 | 10= |
| 2 | Watt | 160.5 | 60 | 60 | 22 |
| 3 | White | 148.5 | 55 | 119 | 5 |
| 4 | Garton | 117.5 | 42 | 124 | 4 |
| 5= | Jones | 106.5 | 37 | 160 | 1 |
| 5= | Heames | 106.5 | 37 | 44 | 26 |
| 5= | Hodsman | 105.8 | 37 | 144 | 2 |

**Day 3, Wednesday, May 25**
**Task:** 314.2km Silverstone, Lasham, Didcot.

Peter Bayliss and Laurie Beer were hopeful. The sun was shining and the air was cold, coming straight off the North Sea. 5/8 cu were predicted with thermals averaging 4kt and a cloudbase of 4000-4500ft. The grid was formed early, first launch to be at 1045 — at last a racing day . . . or so we thought.

But 1045 came and went, the sky was still blue and the wind quite fresh. What was happening? By noon cu began to appear rapidly and launching began. Over-development followed hard on its heels and the sky became grey and mucky with very poor visibility. By 1600hrs some crews were already retrieving whilst those left at Booker sat drinking tea in the drizzle waiting for their number to come up. Most pilots landed on the second leg to Lasham; some managed to grovel round Lasham to Didcot, a few even turning Didcot.

John Cardiff surprised us all by finishing. Chris Starkey almost made it back, landing a mere 2km short of Booker.

Like winners on previous days and those that were to follow, John Cardiff started early before the cu had spread right out, thus gaining a good leg to Silverstone and down to Lasham. He then had a long glide out from Aldermaston to Didcot in the drizzle, climbed in cloud over the chimneys, another long glide out in drizzle and a marginal final glide.

**All pilots can read — but the BEST PILOTS read**

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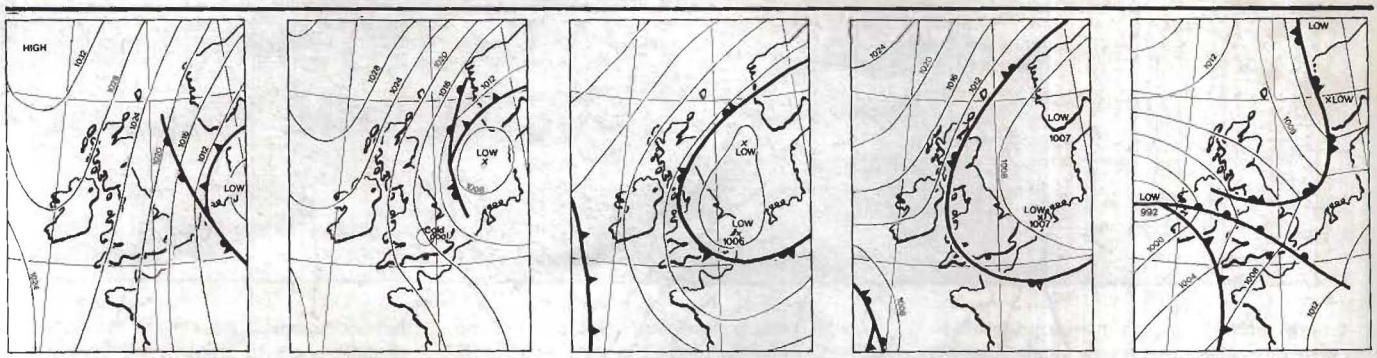
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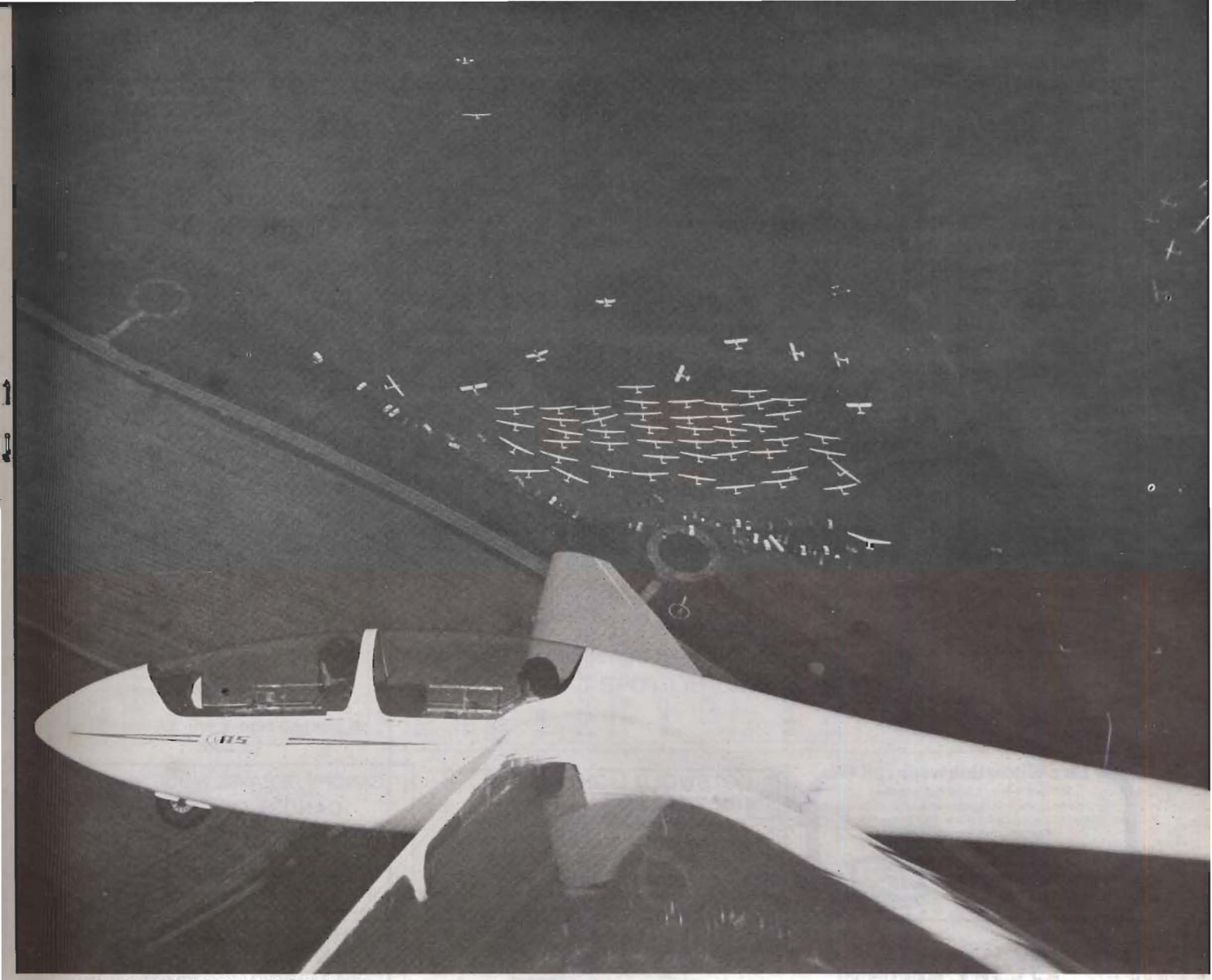
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*An arresting shot of the start of the launching.*

very convective as the air was so unstable.

That evening saw the formation of an exclusive club, the Donkey Club, members of which were instantly recognisable by their long floppy ears folded in shame over their faces! Oh dear . . .

| Leading pos | | Dist | Pts | Ov'll pts | Ov'll pos |
|---|---|---|---|---|---|
| 1 | Throssell | 57.78 Km/h | 167 | 781 | 11 |
| 2 | Garton | 123.2 | 146 | 1096 | 3 |
| 3 | Curtis | 113.9 | 133 | 686 | 15 |
| 4 | Bishop | 107.7 | 124 | 494 | 25= |
| 5 | Dixon | 106.9 | 123 | 379 | 32 |
| 6 | Elliott | 105.2 | 120 | 671 | 16 |

**Saturday, May 28, *Rain . . . rain . . . rain . . .***

There was a choice of tasks set: to watch a video, have a sauna or play squash. At 1630 to the disbelief of many, a Booker v Dunstable football match was held in the steady drizzle — 24 players, one referee and Ralph Jones' dog could just be picked out in the gloom. Booker won 5-2.

The party and barbecue in the evening were a huge success and nobody seemed to care about the rain.

**Sunday, May 29**

Two tasks were set, 190km Oxford, Devizes and 152km Oxford, Marlborough; but the cloudbase didn't rise above 2500ft, and the visibility was poor. At 1400hrs the day was scrubbed.

However, as on previous scrubbed days, there was plenty on offer, including another video and an air display. A contingent of the Booker mafia performed gliding aerobatics, then members of the real mafia gave a display in two Hunter jets.

**Day 6, Monday, May 30, *"A Day at the Races"***

**Task:** 183.8km Towcester racecourse, Newbury racecourse.

Once again pilots were launched into good lift which was soon weakened by over-convection due to very moist air. Pilots were soon sprinkled liberally over the task area, many on the first leg.

Today it was the tenacious Denis Campbell's turn to be the lonely finisher, having flown doggedly around the task. Just how dogged is illustrated in his speed of 40.73km/h! He said afterwards that his saving had been to go east of track on the second leg to Westcot, where the sun was shining rather than along track into the grot.

With such unpredictable weather patterns: brief gaps in the cloud with strong lift followed by large dead patches, an element of luck inevitably crept in. This could have resulted in a pilot who struck lucky one day gaining an unassailable lead over the others; but due to the scoring system, it remained a real contest right up until the last day. The poor weather simply meant that the winners won by accumulating small quantities of points for distance achieved rather than large quantities of points for speed around a task.

| Leading pos | | Dist | Pts | Ov'll pts | Ov'll pos |
|---|---|---|---|---|---|
| 1 | Campbell | 40.73 Km/h | 123 | 938 | 6 |
| 2 | Wells | 129.8 | 81 | 928 | 7 |
| 3= | Heames | 113.8 | 69 | 296 | 33 |
| 3= | Ellis | 112.8 | 69 | 234 | 37 |
| 5= | King | 100.3 | 59 | 807 | 10 |
| 5= | Camp | 99.6 | 59 | 554 | 22 |
| 5= | Parry | 99.8 | 59 | 553 | 23 |

*(Final results on p168)*

## FINAL RESULTS

**15 Metre Class**

**Scoring system: Chris Rowland**

| Fin Pos | Pilot | Comp No. | Glider | Day 1 23.5 205.8km O/R Stoke Dry reservoir | | | Day 2 24.5 202km O/R Westbury chimney | | | Day 3 25.5 232.3km □ Silverstone, Lasham, Didcot | | | Day 4 26.5 216.1km butterfly Buckingham, Lasham, Didcot | | | Day 5 27.5 135.4km O/R Marlborough | | | Day 6 30.5 183.8km Towcester rc, Newbury rc | | | Tot Pts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Dist | Pos | Pts | Dist | Pos | Pts | Dist (Speed) | Pos | Pts | Dist | Pos | Pts | Dist (Speed) | Pos | Pts | Dist (Speed) | Pos | Pts | |
| 1 | Cardiff, J. | 709 | ASW-20 | 66.2 | 21 | 46 | 65.0 | =24 | 19 | (64.60) | 1 | 585 | 161.1 | 7 | 367 | 91.1 | 9 | 101 | 93.1 | 9 | 54 | 1172 |
| =2 | Starkey, C. G. | 313 | Ventus | 126.8 | 4 | *96 | 22.8 | =42 | 1 | 230.3 | 2 | 570 | 169.4 | 6 | 388 | 58.0 | 23 | 54 | 16.5 | =32 | 0 | 1109 |
| =2 | Garton, C. | 31 | Ventus | 103.3 | =7 | 82 | 117.5 | 4 | 42 | 177.3 | =8 | 427 | 173.4 | 3 | 399 | 123.2 | 2 | 146 | 37.0 | =17 | 13 | 1109 |
| 4 | Kay, A. E. | 949 | ASW-20 | 0.0 | =28 | 0 | 74.3 | =17 | 23 | 175.6 | 10 | 422 | 185.6 | 1 | 431 | 74.9 | =15 | 78 | 35.0 | =20 | 11 | 965 |
| 5 | Watt, D. S. | 76 | ASW-20 | 0.0 | =28 | 0 | 160.5 | 2 | 60 | 186.8 | 4 | 452 | 181.9 | 2 | 421 | 0.0 | =26 | 0 | 35.0 | =20 | 11 | 944 |
| 6 | Campbell, D. R. | 170 | ASW-20 | DNF | =28 | 0 | 63.0 | =27 | 18 | 169.8 | 15 | 406 | 170.4 | =4 | 391 | 0.0 | =26 | 0 | (40.73) | 1 | 123 | 938 |
| 7 | Wells, M. D. | 49 | DG-202 | 103.3 | =7 | 82 | 77.3 | 16 | 24 | 172.1 | =12 | 412 | 111.4 | 19 | 238 | 84.4 | 10 | 91 | 129.8 | 2 | 81 | 928 |
| 8 | Lysakowski, E. R. | 303 | Ventus | 84.7 | =13 | 64 | 64.5 | =24 | 19 | 180.3 | 7 | 435 | 148.1 | 9 | 333 | 51.7 | 24 | 45 | 57.7 | 16 | 28 | 924 |
| 9 | Cooper, B. L. | 606 | DG-202 | 40.9 | 25 | 21 | 95.0 | =8 | 32 | 168.3 | 16 | 402 | 116.7 | 18 | 251 | 74.9 | =15 | 78 | 96.8 | 8 | 57 | 841 |
| 10 | King, Sally | 714 | Ventus | DNF | =28 | 0 | 73.0 | =17 | 23 | 177.3 | =8 | 427 | 134.4 | =11 | 298 | DNF | =26 | 0 | 100.3 | =5 | 59 | 807 |
| 11 | White, S | 944 | Pegasus 101 | 84.7 | =13 | 64 | 148.5 | 3 | 55 | 175.1 | 11 | 421 | 120.4 | 17 | 261 | DNF | =26 | 0 | 19.7 | =32 | 0 | 801 |
| 12 | Throssell, M. G. | 27 | ASW-20 | 56.9 | 22 | 37 | 164.3 | 1 | 62 | 85.6 | 28 | 124 | 170.4 | =4 | 391 | (57.78) | 1 | 167 | 37.5 | =17 | 13 | 794 |
| 13 | May, R. C. | 470 | ASW-20 | 0.0 | =28 | 0 | 79.3 | =14 | 25 | 161.8 | =18 | 385 | 167.5 | 8 | *362 | 74.9 | =15 | 78 | 36.0 | 19 | 12 | 784 |
| 14 | Rollings, C. C. | 191 | ASW-20 | 103.3 | =7 | 82 | 85.8 | 10 | 28 | 192.8 | 3 | 469 | 93.7 | 22 | *171 | DNF | =26 | 0 | 32.2 | 27 | 9 | 759 |
| 15 | Curtis, C. J. | 931 | ASW-20 | 84.7 | =13 | 64 | 81.5 | 13 | 26 | 183.1 | 5 | 442 | 28.2 | 36 | 21 | 113.9 | 3 | 133 | 19.7 | =32 | 0 | 686 |
| 16 | Elliott, B. | 24 | ASW-20 | 26.9 | =26 | 7 | 53.8 | =33 | 14 | 142.9 | 23 | 333 | 95.9 | 20 | 197 | 105.2 | 6 | 120 | 19.7 | =32 | 0 | 671 |
| 17 | Hodsman, D. A. | 740 | Mini Nimbus | 128.3 | 3 | 107 | 105.8 | =5 | 37 | 170.1 | 14 | 407 | 34.9 | =28 | 39 | 74.9 | =15 | 78 | 0.0 | =32 | 0 | 668 |
| 18 | Watson, A. J. | 704 | Mosquito | DNF | =28 | 0 | 72.5 | 22 | 22 | 150.6 | =20 | 354 | 122.9 | 16 | 268 | DNF | =26 | 0 | 17.5 | =32 | 0 | 644 |
| 19 | Jones, R. | 186 | Ventus | 144.3 | 1 | 123 | 106.5 | =5 | 37 | 52.5 | =33 | 88 | 126.7 | 14 | 277 | 92.4 | 8 | 102 | 34.7 | =20 | 11 | 638 |
| 20 | Jefferyes, M. B. | 656 | DG-202 | 49.9 | 23 | 30 | 69.5 | 23 | 21 | 167.8 | 17 | 401 | 33.7 | 31 | 36 | 74.9 | =15 | 78 | 26.7 | 29 | 5 | 571 |
| 21 | Morris, G. D. | 172 | ASW-20 | DNF | =28 | 0 | 24.0 | =40 | 2 | 161.8 | =18 | 385 | 63.4 | 23 | 113 | 60.5 | =20 | 57 | 33.7 | 26 | 10 | 567 |
| 22 | Camp, G. W. G. | 208 | DG-100 | 76.7 | 18 | 56 | 34.0 | 39 | 6 | 52.5 | =33 | 88 | 134.4 | 15 | *277 | 68.4 | 19 | 68 | 99.6 | =5 | 59 | 554 |
| 23 | Parry, N. | 264 | LS-4 | 96.4 | 10 | 76 | 82.8 | =11 | 27 | 109.6 | 25 | 243 | 42.2 | 26 | 58 | 83.4 | 11 | 90 | 99.8 | =5 | 59 | 553 |
| 24 | Mather, A. H. | 323 | ASW-20 | 84.7 | =13 | 64 | 12.5 | =45 | 0 | 150.6 | =20 | 354 | 60.4 | 25 | 105 | 0.0 | =26 | 0 | 34.5 | =20 | 11 | 534 |
| 25 | Sheard, P. G. | 310 | Ventus | DNF | =28 | 0 | 61.0 | 29 | 17 | 182.3 | 6 | 440 | 41.7 | 27 | 56 | DNF | =26 | 0 | 0.0 | =32 | 0 | 513 |
| 26 | Bishop, J. M. | 227 | Mini Nimbus | 0.0 | =28 | 0 | 56.5 | =30 | 16 | 150.6 | =20 | 354 | 19.9 | =39 | 0 | 107.7 | 4 | 124 | 19.0 | =32 | 0 | 494 |
| 27 | Bridges, R. C. | 157 | LS-3 | DNF | =28 | 0 | 53.3 | =33 | 14 | 16.3 | =48 | 0 | 134.4 | =11 | 298 | 95.1 | 7 | 106 | 83.1 | =13 | 47 | 465 |
| 28 | Stone, A. J. | 268 | LS-4 | DNF | =28 | 0 | 73.0 | =17 | 23 | 68.1 | 27 | 130 | 134.4 | =11 | 298 | DNF | =26 | 0 | 0.0 | =32 | 0 | 451 |
| 29 | Cumner, G. M. | 590 | ASW-20 | 69.9 | 20 | 49 | 23.0 | =42 | 1 | 132.1 | 24 | 304 | 21.9 | 38 | 5 | 94.4 | 12 | *89 | 17.5 | =32 | 0 | 448 |
| 30 | Dixon, R. | 16 | Ventus | 136.8 | 2 | 116 | 53.5 | =33 | 14 | 57.9 | 31 | 103 | 28.9 | =34 | 23 | 106.9 | 5 | 123 | 83.8 | =13 | 47 | 426 |
| 31 | Aldous, R. F. | 181 | ASW-20 | DNF | =28 | 0 | 0.0 | =45 | 0 | 172.1 | =12 | 412 | 0.0 | =39 | 0 | DNF | =26 | 0 | 0.0 | =32 | 0 | 412 |
| 32 | Read, G. F. | 89 | ASW-20 | 95.2 | 11 | 74 | 57.0 | =30 | 16 | 8.5 | =48 | 0 | 139.4 | 10 | 310 | 0.0 | =26 | 0 | 9.0 | =32 | 0 | 400 |
| 33 | Heames, C. | 545 | Mosquito | 27.4 | =26 | 7 | 106.5 | =5 | 37 | 52.5 | =33 | 88 | 34.7 | 30 | 38 | 60.5 | =20 | 57 | 113.8 | =3 | 69 | 298 |
| 34 | Redman, S. J. | 56 | LS-3 | 0.0 | =28 | 0 | 82.5 | =11 | 27 | 27.5 | 46 | 20 | 68.7 | 24 | *106 | 81.9 | =13 | 88 | 88.8 | 10 | 51 | 292 |
| 35 | Murphy, T. J. | 728 | PIK 20 | DNF | =28 | 0 | 95.0 | =8 | 32 | 41.3 | 41 | 58 | 87.9 | 21 | 177 | DNF | =26 | 0 | 19.7 | =32 | 0 | 267 |
| 36 | Moulang, A. P. | 105 | ASW-20 | 106.1 | =5 | 85 | 52.5 | =33 | 14 | 61.9 | 29 | 114 | 35.2 | =28 | 39 | 0.0 | =26 | 0 | 17.5 | =32 | 0 | 252 |
| 37 | Ellis, J. | 197 | ASW-20 | 16.4 | =28 | 0 | 15.5 | =45 | 0 | 48.3 | 37 | 77 | 0.0 | =39 | 0 | 81.9 | =13 | 88 | 112.8 | =3 | 69 | 234 |
| 38 | Thick, M. | 171 | ASW-20 | 105.6 | =5 | 85 | 65.0 | =24 | 19 | 56.9 | 32 | 100 | 24.4 | 37 | 11 | 0.0 | =26 | 0 | 34.7 | =20 | 11 | 226 |
| 39 | Morris, B. | 287 | Mini Nimbus | DNF | =28 | 0 | 21.3 | =42 | 1 | 84.6 | 26 | 175 | 32.7 | 32 | 33 | DNF | =26 | 0 | 23.7 | 31 | 3 | 212 |
| 40 | Hynes, K. | 588 | ASW-20 | 74.7 | 19 | 54 | 45.3 | 38 | 11 | 52.5 | =33 | 88 | 13.7 | =39 | 0 | 46.9 | 25 | 38 | 6.5 | =32 | 0 | 191 |
| 41 | Fletcher, R. W. | 707 | Libelle | 83.4 | 17 | 63 | 58.5 | =30 | 16 | 36.0 | =42 | 43 | 19.9 | =39 | 0 | 17.7 | =26 | 0 | 83.1 | =13 | 47 | 169 |
| 42 | Batty, C. J. | 696 | ASW-20 | DNF | =28 | 0 | 74.3 | =17 | 23 | 35.8 | =42 | 43 | 29.4 | 33 | 24 | DNF | =26 | 0 | 87.8 | =11 | 50 | 140 |
| 43 | Murdoch, M. | 915 | ASW-20 | 89.9 | 12 | 69 | 0.0 | =45 | 0 | 43.8 | 39 | 64 | 0.0 | =39 | 0 | DNF | =26 | 0 | 7.0 | =32 | 0 | 133 |
| 44 | Shephard, E. G. | 52 | Mini Nimbus | 0.0 | =28 | 0 | 74.3 | =17 | 23 | 19.8 | =48 | 0 | 0.0 | =39 | 0 | 60.5 | =20 | 57 | 87.8 | =11 | 50 | 130 |
| 45 | Forsey, L. K. | 481 | ASW-20 | DNF | =28 | 0 | 0.0 | =45 | 0 | 59.9 | 30 | 108 | 0.0 | =39 | 0 | DNF | =26 | 0 | DNF | =32 | 0 | 108 |
| 46 | Zealley, T. S. | 22 | ASW-20 | DNF | =28 | 0 | 53.8 | =33 | 14 | 44.8 | 38 | 67 | 19.9 | =39 | 0 | 0.0 | =26 | 0 | 30.2 | 28 | 8 | 89 |
| 47 | Wand, J. | 290 | Mini Nimbus | DNF | =28 | 0 | 78.0 | =14 | 25 | 42.5 | 40 | 61 | 0.0 | =39 | 0 | 0.0 | =26 | 0 | 17.5 | =32 | 0 | 86 |
| 48 | Parker, T. | 464 | ASW-19 | 43.4 | 24 | 23 | 25.0 | =40 | 2 | 35.0 | 45 | 41 | 19.9 | =39 | 0 | DNF | =26 | 0 | 34.2 | =20 | 11 | 77 |
| 49 | Corbett, G. | 844 | Mini Nimbus | 17.2 | =28 | 0 | 61.8 | =27 | 18 | 26.6 | 47 | 18 | 28.9 | =34 | 23 | 0.0 | =26 | 0 | 25.0 | 30 | *4 | 63 |
| 50 | Sheppard, F. J. | 747 | Vega | DNF | =28 | 0 | 0.0 | =45 | 0 | 35.8 | =42 | 43 | 15.7 | =39 | 0 | DNF | =26 | 0 | 19.7 | =32 | 0 | 43 |

* = penalty: DNF = did not fly


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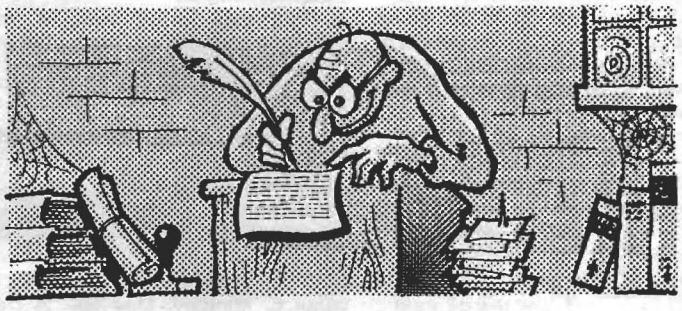
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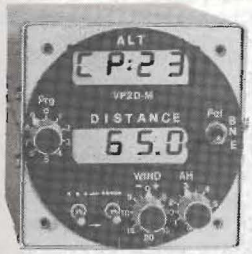
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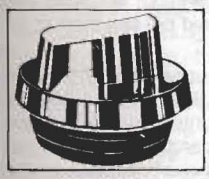
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# C OF G PROBLEMS

KEITH MITCHELL, chairman, BGA Safety Panel

*Reprinted from* ***Accidents to Gliders 1982***

The incident last year in which an early solo pilot did an inadvertent loop in a K-8 following a low level aerotow cable break, was spectacular and fortunately without damage or injury. It also highlights an important point on instructor supervision.

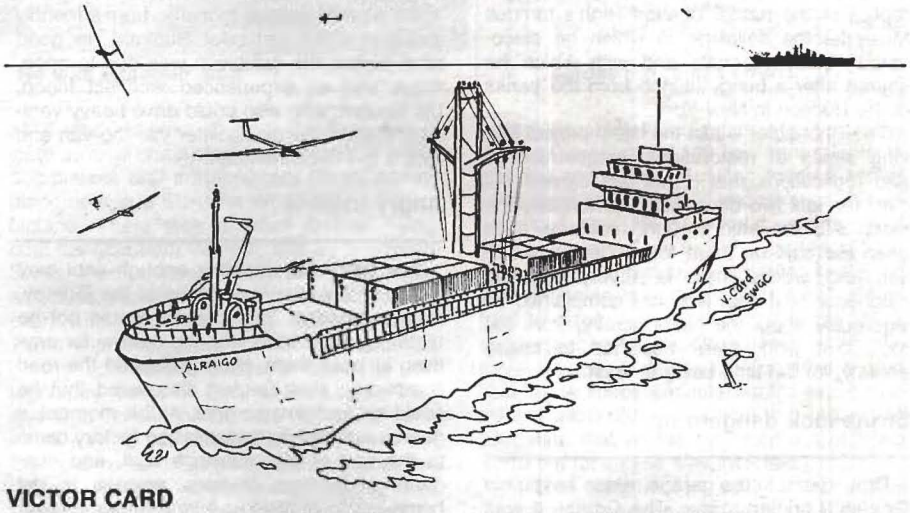
## A different beast

Any conscientious instructor will have taken the opportunity of flying the type of aircraft to which a solo pilot is being converted although, if it is the club elementary single-seater, that may have been some while ago. However, a K-8 fitted with a spring type elevator trim is quite a different beast when flown by a petite young thing of less than 110lbs than when flown by an overweight middle-aged instructor of 200lbs (I know not all instructors are overweight and middle-aged but I am).

Next time the K-8 is parked by the launch point with no one to fly it, climb in without a parachute and back cushion and adjust the rudder pedals fully back (if you are an overweight instructor), then as long as you can safely reach the controls, try flying it and see how different it is. Those (too few) instructors who are petite might try the same exercise, but with a heavy parachute, lead cushion and extra back cushions.

As conscientious instructors, we shall of course explain simply to the enquiring pupil why the aircraft should behave so differently with change of C of G, and why a K-8 with an anti-balance geared elevator tab is less affected. ■

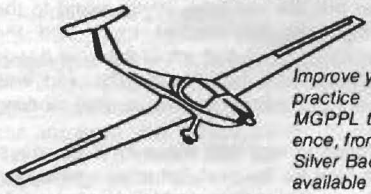
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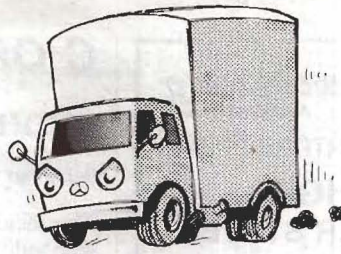
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# THE ORANGE MONSTER, THE SKULLSPLITTER AND THE FIRE ESCAPE



BY MARTIN SIMONS

My friend Klaus Heyn, who lives very near Göppingen where the famous Minimoa sailplane was produced, is building a sailplane in his attic. It is a Rhönadler, a 17.4m span wooden design which first appeared in 1931 and was produced in large numbers in Germany. None of the type remain now, in Europe. The plans he is using were actually rescued some years ago from the damp, mouse-ridden lofts at the Slingsby factory where they had apparently been lying about since pre-war times. That is another story.

When the 'Adler is finished, Klaus proposes to remove some of the roof of his house to get it out. Since the wings will be nearly nine metres long and 1.5m wide at the root end, it seems that quite a lot of the roof will have to go.

Klaus is very keen on vintage sailplanes. The hallway of the house is decorated with beautifully made scale models, on the walls there hangs a collection of instrument panels and even a full sized rudder, the last being a replica of the rudder of Wolf Hirth's famous Musterle, the sailplane in which he discovered "blue" thermals and with which he soared after a bungy launch from the banks of the Hudson in New York.

The Rhönadler is just the latest project in a long series of restorations, reconstructions and replications that Klaus has carried out over the last two decades. Unfortunately the move into the attic brought problems. It is often too cold up there for modern glues to set, and, worse, there is a very sensitive neighbour next door who has complained so vigorously about the noise coming from the roof, that work there has had to cease entirely, for the time being at least.

## Struts look dangerous

Downstairs, in the garage, Klaus keeps his Grunau 9 primary glider. The Grunau 9 was designed in the 1920s by Edmund Schneider, for the solo training methods then in general use. Large numbers were produced at the Grunau factory in Silesia, and many were built by clubs. It was very similar in conception to the Lippisch Zögling, the most obvious difference between the two types being the stout wooden strut that, on the Grunau 9, runs from the kingpost above the wing straight down in front of the pilot's nose, to the front of the keel-like fuselage. Although usually well padded, the strut looks quite dangerous and, for obvious reasons, the Schneider primary has always been known as the Schädelspalter or Skullsplitter. Klaus built his replica in the garage, where the noise evidently does not penetrate too far.

This year is the 200th anniversary of human flight, since it was in 1783 that the Montgolfier balloons first flew. Any excuse is good enough for an airshow, so the German Aero Club decided to have a major celebration called "Aero 83" at Friedrichshafen from March 19 to 26. The site seemed appropriate because it was on the Lake of Constance (or Bodensee) that Count Zeppelin began his airship factory and all the big German airships were built at Friedrichshafen. Hot air balloons and airships were, naturally, to be part of the affair, but it was to be much more than a balloon meeting. There was to be a spectacular airshow with everything from jet planes to ultralights, for the two final days of the party, while on a big exhibition site near the aerodrome arrangements were made for a general aircraft and gliding trade show, and one very large hall was set aside for vintage gliders and homebuilt projects. Nearly forty old sailplanes were to be displayed and Klaus Heyn was asked to take along his Skullsplitter.

Lacking a trailer, for no one flies across country in a "primary", it was necessary to hire another form of transport. The best vehicle available turned out to be a furniture van, a tall, square, orange monster, from a friendly trader in Esslingen near Stuttgart. In good time, before the exhibition was due to open, Klaus and an experienced architect friend, Ulli Seufert, who also could drive heavy vehicles, loaded the Skullsplitter into the van and took it to Friedrichshafen.

## Angry experts

The trip went smoothly enough until they came, in the very last stages of the journey, to a low bridge. The monster would not go under, and the road was too narrow for anything to pass them. Having blocked the road completely, Herr Seufert discovered that he could not find reverse gear. At this moment, a nearby automobile transmission factory came to the end of the afternoon shift, and hundreds of workers in cars, anxious to get home, came to the low bridge from the other direction. Among all these angry experts, there was none who knew how to make orange furniture vans go backwards. The monster was eventually dragged out of the way by man force.

After this the van was driven round to the exhibition site by another route and the Skullsplitter rigged and left in the safe hands of the exhibition organisers. The van was returned to Esslingen for its normal working week.

I arrived to stay with Klaus for a few days, so the plan for the next Saturday was to borrow the monster again, and Ulli Seufert would drive it with me as his companion in case of emergency on the road. I had no idea what I should be able to do, but can push as well as the next man if required. Klaus and his family, wife Renate and teenaged daughter Silke, would follow in the family car. We would all go to the airshow and visit the static exhibition. Then, on the final Sunday at 6pm when everything closed down, we would quickly de-rig the Grunau 9, stow it in the van, and head for home.

First we had to pick up the truck. When we got to Esslingen we did not make the mistake of driving it away without looking inside first. It seemed to be half full of corrugated cardboard in stacks bound up with steel bands. We spent half an hour unloading it and stowing the cargo in the owner's warehouse. Presumably the cardboard, already cut and punched, would fold up into boxes which would then be filled and put back into orange monsters for transport elsewhere. Fortunately we only had to move the boxes before they were made up.

## A good heave

As we worked, a flurry of snow came down. Herr Seufert received some quick instruction in reversing and demonstrated at once that he now knew how to do it, so we prepared to go. I was given a stout length of string with a loop at one end. This was to hook round the accelerator pedal. It tended to stick, Klaus said, so when we wanted to stop, as soon as Herr Seufert's foot came off the pedal, I should give a good heave on the string.

Herr Seufert pointed out that he had brought two large bars of chocolate, and I was to feed him with these as we went along. Another flurry of snow, and off we went. The family followed close behind; so close that most of the time we could not see them in the mirrors.

The string proved unnecessary, but the chocolates were vital. Herr Seufert told me about his boyhood adventures when he rode a motor cycle-sidecar combination in races, usually winning because he hated being in the dust from the other bikes in front. I fed him a piece of chocolate. Once, he said, when he was a student, he had wagered that he could eat ten hard boiled eggs, including the shells, in quick time. He lost the bet, only managing nine. Three days later he felt an agonising pain while riding his motor cycle, and drove, semi-conscious, to a hospital 30km away, where it was discovered he had a ruptured appendix, doubtless caused by being egg bound. Another chocolate.

Usually, he commented, he took his chocolate *four* pieces at a time. Three more pieces. Once, in Yugoslavia during the war, he had jumped into the sea from a cliff, 45m up. Apart from bruised ankles and a nasty headache, he was unhurt. More chocolate. We began the long, slow grind up the pass through the Swabian Alb, a great limestone escarpment that runs right across southern Germany and, incidentally, provided some of the best hill soaring sites in the old days of gliding. The railway running alongside the road here employs spe-

cial "banking" engines to push the trains up the incline. With the Heyn family car still right behind us, it must have looked as if they were doing the same service for us.

The snow thickened and a strong wind drifted it across the road inches thick as we emerged from the long climb onto the exposed high plateau. At the summit a huge semi-trailer had slid completely off the road. More chocolate. Not far from here Chris Wills, a few weeks earlier, had the wing of another vintage sailplane blown clean off the open trailer by the crosswind. It had landed, broken, in the fields off the road. The van swayed perceptibly and the family told us later that it looked worse from behind. They were still there. We rumbled on southwards, descending gradually towards the Danube. The tallest church spire in the world, Herr Seufert the architect assured me, loomed dimly through the murk ahead. It was Ulm, and everyone knows there is no place like Ulm. Herr Seufert was anxious that I should appreciate the fine ancient buildings, but we didn't slacken speed. We crossed the Danube and turned southwards past a Baumschule or tree school, where young saplings stood to attention all in rows awaiting their instructions. More chocolate.

Ahead it seemed the sky lightened slightly and the snow stopped. The Lake of Constance, it seemed, had some ameliorating effects on the local climate, but the wind was still strong and the sky remained grey, so although, as we neared our destination we did see a single aeroplane doing aerobatics, it was soon obvious that there would be no other flying. As the Austrian Alps became distantly visible on our left with the Swiss ranges directly ahead across the lake, we rolled into the town and rumbled round looking for a parking place. It was not easy to find, since the whole area was crowded and the showground was thronged with visitors. Robbed of the flying show, they had all come to the static display.

It was indeed a tremendous exhibition. One very large hall was devoted to hot air balloons, modern sailplanes and motor gliders. All the big sailplane firms had their displays here, there were bookstalls, shops selling pilot's gear and flying clothing, radios, Tost winches and so on, with a genuine hot air balloon in one corner. Opening the show, the Minister of Education had been carried up to the roof by the balloon. When it was time to come down again, it seemed the electrical motor which should have pulled him down, was not up to the task, so he was stranded aloft. Fortunately someone found a sort of ladder — a fire escape we were told, and His Highness descended safely, if not quite so regally, to ordinary levels.

Nearby, other huge halls contained exhibitions of racing cars and a sort of open, but under cover, market, while in the plaza outside model racing cars buzzed round like furious wasps. A couple of sad Polish sailplanes stood aloof surrounded by shrubbery, and the Luftwaffe showed off a helicopter, ran recruiting films, made loud bangs and set off petrol fires for the pleasure of putting them out again. More sensibly, they also served cheap meals in a long khaki coloured tent. In another hall was a fine display of airship relics with some of the original dinner service used for luxurious meals on the Graf Zeppelin, and nastily charred bits of some of the others.

The show we were really anxious to see was in another great hall, evidently in normal times a tennis stadium with about ten full courts and a green plastic grass carpet, so that the aircraft on display appeared almost as if ready to take-off from the field. There were several completed and partly-built small aeroplanes, and a magnificent Bleriot monoplane next to a Siemens World War 1 fighter biplane. There was a small Dornier flying boat hanging from the roof, and an enormous Swiss man-powered aeroplane. The main attraction, however, was the sailplane display, with about thirty-five different types. There was everything from a reconstruction of the contraption allegedly used by the legendary Tailor of Ulm, who essayed long ago to fly across the Danube but didn't make it half way, to the first and in some ways still the most beautiful glass-plastic sailplane, the famous Phönix, which looks, twenty five years or so after its first flight, as perfect as ever. In a prominent place stood what is, probably, the oldest sailplane in the world, built about 1929, a Lippisch Falke. This was one of Klaus Heyn's earlier projects. He rescued the aircraft from the rafters of a Swiss mountain top ski lift.

Years ago it had been carried up there to be bungy launched from the mountain, but it seems the pilot lost interest suddenly, and there it remained, to be stoned from time to time and even shot at from below. To restore it to flying condition was not possible, but Klaus brought it down and repaired it to exhibition standards, equipped with instruments and a motor horn. The old pioneer and historian, Otto Bellinger, was requested to sit in the cockpit for a TV interview, which he did. Ten minutes after the filming was completed, he was asked to do it all again, because the film had been stolen.

Immediately above the Falke was the Skullsplitter, well displayed, hanging from steel cables, but quite out of reach. We pondered about it. How, at 6pm on Sunday, should we get it down? How had it ever been got up? It seems there had been a couple of Hyster fork lift trucks and expert workmen with pulleys, ropes and wire cutters. Would they be there on Sunday evening? We worried about it all night and most of the next day, even while watching the airshow. The weather had, by then, improved.

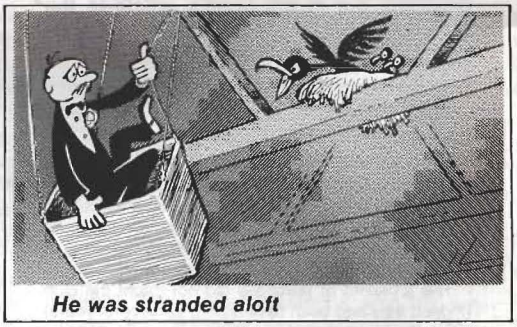
The flying was every bit as good as the rest had led us to expect. Some thirty ultralight aeroplanes assembled, as if ashamed of themselves, far away on the other side of the aerodrome. When the time came, a hot air balloon ascended and drifted away in stately but gasping fashion, and shortly afterwards most of the ultralights took-off and flew away like a cloud of midges, to disappear, low, over the horizon. One of them came down in a field within sight, but soon got going again and hastened after the others. We then admired superb aerobatics and precise formation flying. A Messerschmitt 109 flew rather gently to and fro, and a P 51 Mustang made a somewhat more spectacular demonstration. It was explained that Messerschmitt engine parts are harder to replace than Packard Merlins. A Dornier 228 impressed everyone, and a Lo 100, extracted from the exhibition hall, did its best to show that anything a Zlin can do, a sailplane can be quieter. There were the usual parachute drops, a helicopter came in and left a space capsule behind and some military pilots did their utmost to disprove the allegation that all the fun went out of flying when the jet engine was invented.

At 6pm Herr Seufert went for the orange monster and we began to de-rig the old Falke to make room for our Skullsplitter to come down. Klaus had found the fork lift operators and they promised to be with us in fifteen minutes. The Falke, with its highly complicated wings and V struts, was gradually taken to bits and laid out to one side, gently on the artificial turf. Other people brought their trailers in, de-rigged and drove away, and still the Hyster did not appear. Klaus went scouting, and quickly returned. When the Minister was elevated in the balloon, they had used a fire escape to get him down. It was still there, and we could steal it.

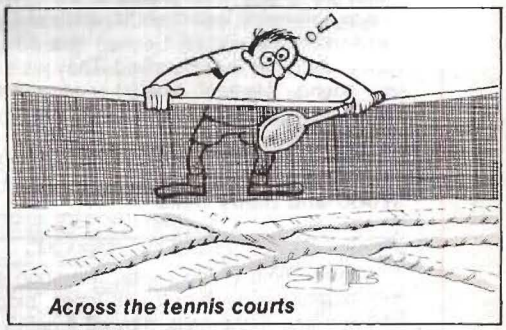
We hastened to the other large hall, which was in chaos as everyone rushed hither and thither to clear away their Zeppelins, coffee stalls, winches, sailplanes and so on. Nobody was practising transcendental meditation at all. We located the fire escape, away in the corner. It had a telescopic ladder which could be wound up and down by means of a large



***From jets to ultralights***



***He was stranded aloft***



***Across the tennis courts***

windlass. Then there was a larger windlass which allowed two men to hinge the whole ladder up to an angle, or down to lie flat on the chassis. The chassis had four large rubber wheels and a hefty towbar. Screw jacks at each corner allowed the wheels to be lifted off the ground. The ladder was up when we found it, so we cranked and wound it down till we hit someone's caravan, and wound it up a bit again. When the busy exhibitors saw that we wanted the thing, they sprung to our aid. We all wound jacks and windlasses, pushed and pulled, until the thing that had been out of the way, was moved well and truly into the way. The milling throngs, perforce, slowed down, stopped, and decided that more help was needed, though not all of them knew where we wanted to go and even fewer knew why. At this moment, Silke came running from the other hall. "Daddy, the men have come with the fork lifter, and they are waiting." Klaus ran off at great speed, and I was left surrounded by strong, sweating, happy Bavarians and Swabians, who began to look somewhat less cheerful, and suddenly were using the sort of German that I have never been able to understand. They were all very strong. *"Moment, bitte"*, I cried, and ran after Klaus. We never went back.

### Wood and many nails

With the help of the Hyster, we soon got the Skullsplitter down and with ropes, blocks of wood and many nails, stowed it safely in the orange monster which Herr Seufert had at last managed to get into the showground. He backed into the hall through the large doors, across the green tennis courts. I hope no one slips on the oil.

Three hours later than we had intended, we were on the road again and Herr Seufert was happily munching. The chocolate supply ran out as we were running swiftly down the Alb Scarp. Her Seufert demonstrated how, when driving a motor bike sidecar in a race, one had to take the most efficient line through every corner. He only hit the kerb a little bit once.

As we ground slowly into the home stretch, Klaus's touchy neighbours were just ending their late night stroll and turned in at their gate as we opened the monster's doors. We tiptoed about and whispered, silently extracting nails and gently laying wings, tail and fuselage, complete with dummy pilot, on the ground outside the house, before creeping in with it to the garage. When the van was empty, Herr Seufert, starving now, climbed in, let the brake off, and rolled silently down the hill like a ghost into the night. We heard him start the engine at the corner. The neighbour's light had been off for an hour, and I am sure his slumbers were undisturbed.

At breakfast next morning, I had a fit of the giggles.

## SITE SECURITY

**Gremlins got at Bill Scull's article in the last issue, p112. The section that was under attack should have read as follows:**

**Cotswold GC**

Aston Down is a beautiful airfield. Its runways are in good condition and long enough to allow the Cotswold club to operate a reverse-pulley system of launching. This is good enough to obviate the need for aerotow (which is just as well as the land is covenanted against the use of aeroplanes).

The prospect of purchase did not daunt the club (indeed they had been fund raising for several years) even though the planned disposal by auction did complicate matters. As if the purchase of the land they wanted wasn't enough of a problem the club was faced with the need to buy parts of the runway from other prospective purchasers with Crichel Down rights. One potential purchaser caused considerable alarm by not taking up his rights but fortunately he made this decision in time for the club to persuade him otherwise and pass it on to them.

The tension as the auction day approached was nerve jangling; some of us couldn't bear to attend. The upshot was that the club acquired the site but the "selling on" and exchange of land went on for some considerable time afterwards.

**The Ouse GC**

After many years of operating from Rufforth this club moved to RAF Church Fenton. When Church Fenton changed its (RAF) status they had to move again and for a time they were homeless. Without any site the membership number dwindled because, of course, one must go on gliding! But many who did go elsewhere maintained their commitment to the club as events were to prove.

When part of the original Rufforth site came up for disposal the prospect seemed too good to be true. The immediate problem was their resources were limited because, I suspect, they had never conceived of buying a site or finding one to buy. However the club quickly raised funds by various ploys — loans from members, life memberships etc. Eventually the case they made to the Sports Council was good enough to get a grant in aid of £40 000.

Needless to say there was another team of experts with Dick Boddy, the club's chairman, playing a leading role.

Since the acquisition of the site there have been problems with footpaths, rights of way and another more critical factor. A disused airfield does not require planning permission for its use. If you buy part of an airfield there is nothing to stop someone else buying or operating from another part of the same airfield. The "catch 22" in this situation is that the planning authority say it's a matter for the CAA and the CAA that it's a matter for the planning authority (and neither will grasp the nettle!). Clubs that might find themselves in this situation be warned!

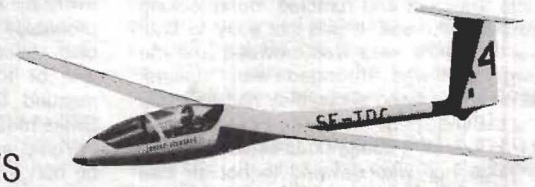
**Doncaster and District GC (now Burn GC)**

It would be a serious omission not to tell you about this club. They typify the shrewd Yorkshire approach (the penny bank!) of steadily accumulating funds from regular, healthy annual surpluses due in part to carrying their own risks on club gliders and a good safety record. For a long time the club has been threatened with the loss of its site — the Council owned Doncaster airfield; they had even won a Secretary of State appeal against attempts to move them off.

A new prospect appeared in the form of Burn airfield (near Selby) and negotiations with the owners, the Central Electricity Generating Board were started. The shortened version of the story (a saga!) is that the club now have a 21 year lease with an option to purchase.

So, it's all happened in Yorkshire (not forgetting the Cotswold GC) thus bearing out the statement that "where there's muck there's brass". The various secure sites are a tribute to the club managements with the determination and ability to carry the job through — let's hope there are more to come.


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# FIFTY YEARS AGO – German Nationals

A. E. SLATER

A transformation scene greeted visitors to the 1933 German Gliding Nationals: Nazi uniforms and swastika armbands were all over the place, and they did not really suit scientists like Professor Georgii and Dr Lippisch. Wolf Hirth was there with his huge new Moazagotl, a smaller version of which, called Minimoa, later became very popular.

Wolf was not an enthusiastic supporter of the new regime; he had travelled too much and his general political outlook could best be described as Liberal. But he had done too much for German gliding, with his visits abroad, his pioneer flights, and his initiative in setting up a high performance training school at Hornberg, for his services to be ignored. Nevertheless he had his nasties to cope with. At this meeting he was aerotowed by a pilot who flew round and round in a patch of clear sky, though there was plenty of good cumulus elsewhere, until finally Wolf lost patience and only just managed to glide back to the airfield.

The Wasserkuppe Gliding Centre was started in 1920 by a miscellaneous collection of individuals and societies; then Arthur Martens, who made the first flight of an hour in 1922, started a gliding school. Then the Rhön-Rossitten Gesellschaft took over the ownership of this school in the Rhön mountains and another which had been set up at Rossitten on the Baltic coast.

What happened when Hitler came to power at the beginning of 1933 was told me by a young Englishman at Marburg University who had taken a course at the Wasserkuppe, knew German well, was a "good mixer" and picked up all the gossip. It appears that every German institution was asked to issue an address of welcome to the new regime: but Professor Georgii (another Liberal?) refused to do so.

### Issued international certificates

He, like Hirth, had too much prestige to be got rid of, so he was moved to Darmstadt airfield to become head of the DFS (German Research Institute for Soaring Flight) which had already served as headquarters of the ISTUS (International Research Institute for the Study of Soaring Flight), one of whose functions was to issue international Silver (and later Gold) C certificates.

As to a Government subsidy to German gliding, it was stated in 1930 to be the equivalent of £16 000 a year (about a third of a million marks). Hitler amalgamated it with his new body, the National Socialist Flying Corps (NSFK) and gave an enormously greater subsidy (amount not stated).

In England the BGA was becoming bankrupt: after August S&G was published monthly instead of fortnightly. Thermal soaring began at Dunstable by Eric Collins and Philip Wills with much rivalry. Collins used the method advocated by Wolf Hirth at his lectures at Dunstable after Christmas 1932: on entering lift you fly straight on and count the seconds; if you are still in lift after six seconds you know the thermal is big enough to circle in, so you do so. Philip missed Hirth's lecture so had to invent his own technique. On entering lift he would make a complete circle to the right. If this took him out of lift he would complete the circle then performed one to the left. He took several afternoons off from his City business. After landing from one of these bouts he went to the telephone and was told that his second son Stephen had been born. Eventually Stephen obtained his Silver C and then his Diamond goal on April 12, 1963.

## BOOK REVIEW

**Garlands Galore,** written and published by Hugo Irwin, Prospect, Jubilee Road, Totnes, Devon, and available from him at £4.50 including p&p.

The man who introduced gliding to the East while working for an oil company in South India, Hugo Irwin, has written a fascinating autobiography **Garlands Galore.** He recounted the gliding episode in an article in the April 1982 issue, p60, and while only touching on gliding in the book, it is a good read.

He is a born storyteller with an easy style and a fund of experience spanning over a quarter of a century out East in peace and in war. I can thoroughly recommend the book to anyone who likes adventure and is intrigued by the final days of the British Raj.

After retiring to the West Country, Hugo took up flying when he was 65 and gliding two years later, but gave up both on reaching his seventieth year. G.B-S.


**AMF ENTERPRISES** 'YOU'VE GOT TO HAVE STYLE'

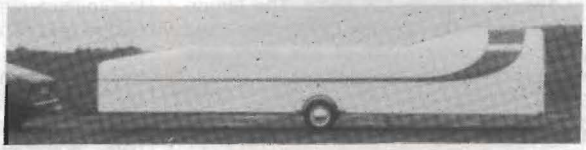
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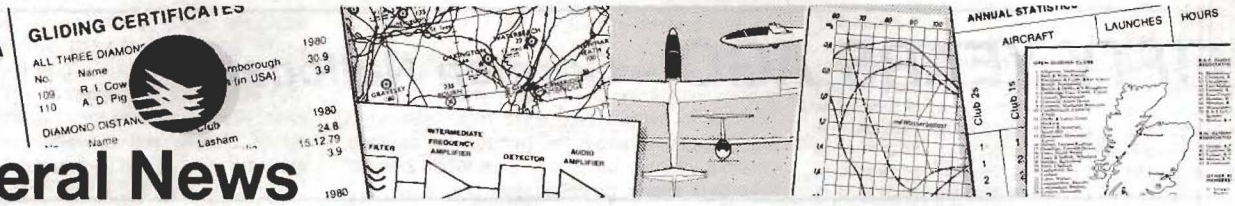
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# BGA and General News




## BGA CONFERENCE

We are pleased to announce acceptance of the offer from Norfolk GC to organise the 1984 Conference, including our AGM and the dinner-dance, at the Hotel Norwich during the weekend March 17-18. An interesting and varied programme is promised and we shall repeat the successful experiment started this year of holding a small exhibition at the same time. Further details will be announced in the next issue.

The Executive Committee would like to look further ahead and make advance plans for the 1985 event to be held somewhere in the London and south-east area, possibly in the later part of February. We would be pleased to hear from any clubs in this region prepared to undertake the organisation.

**Barry Rolfe,** *BGA administrator*

## NOW OFF TO AUSTRALIA

The three World Champions following their triumph at Hobbs, USA are being invited to the Australian Nationals at Benalla in January 1984, with air fares, glider hire and accommodation provided by Australia.

Benalla, 200km north of Melbourne, is the site for the 1987 World Championships.

## NATIONAL LADDER

**Open Ladder**

| *Leading pilot* | *Club* | *Pts* | *Flts* |
|---|---|---|---|
| 1. B. Cooper | Buckminster | 4095 | 4 |
| 2. F. J. Sheppard | Booker | 4045 | 3 |
| 3. L. E. Beer | Booker | 3398 | 4 |
| 4. R. C. Stoddart | Yorkshire | 3331 | 3 |

**Club Ladder**

| *Leading pilot* | *Club* | *Pts* | *Flts* |
|---|---|---|---|
| 1. J. Walker | Coventry | 870 | 1 |
| 2. R. Goodman | Coventry | 840 | 1 |
| 3. R. Cowderoy | RAE | 675 | 1 |
| 4. L. Crawford | Coventry | 88 | 1 |

## SPORTS AID FOUNDATION

Grateful thanks are due to the Sports Aid Foundation who at a late date came up with individual financial grants to Andy Davis, Bernard Fitchett and George Lee to assist them with subsistence costs during the early training period spent in Texas preparing for the World Championships.

The SAF is a voluntary organisation which raises money from industry and from the general public for the furtherance of British sporting achievements, and we recognise their valuable contribution to the British team effort.

**Barry Rolfe,** *BGA administrator*

## GLIDER TRAILER SAFETY CHAIN

Following an accident to a glider trailer, Wg Cdr J. A. Charlett-Green, chairman of the RAFGSA, has discovered that the law requires either:

a. A strong link — a chain or strong cable such as winch cable — which will prevent the towing head of the trailer touching the ground in the event of disconnection, or
b. A weak link which locks-on the trailer brakes in the event of a disconnection.

**Club News Contributors: Please note the deadline for the next issue is August 9 and regretfully we can't print reports arriving after that date.**

## *COMPS COMMITTEE JOTTINGS*

TED LYSAKOWSKI, chairman, BGA Competitions Committee

Milling around at an unmentionable height near Aylesbury during yet another desperate day in the 1983 15 Metre Nationals I remember the copy deadline and know at least one task shall have to be completed soon: this column.

The Committee which I currently chair is responsible to the Executive for the co-ordination and administration of all matters relating to competitions, badges, records, annual awards etc and thus its work impinges on all of us some of the time. The idea of the column is borrowed from Barry Rolfe (From the Secretary's Desk) and the thought is to give you better insight into our activities.

With heavy symbolism but otherwise entirely by coincidence our current membership is 12, a motley collection of names and faces familiar to many UK clubs. The jargon refers to us as the "Comps Committee" and quite unashamedly most of our work has something to do with competitions.

### An advanced system

Why?, you may well ask. Primarily because competitions, in this country and abroad, have profound effects on the way we do things in our sport and on the equipment we fly. It therefore seems sensible to get our methods of organisation and scoring roughly right. Given that nothing is perfect, this has generally been achieved. We set out to reward good performance and to minimise the chance effects of unforeseen weather, mismatch of task and weather etc and an analysis of individual contest days in any competition would show that our scoring system works very well in practice; it is in fact one of the most equitable and advanced systems available on the international scene. No complacency, however: its effects need to be monitored, reviewed and the system updated if needed.

Is this heavy involvement in competition work justified? Is it perhaps the tail wagging the dog? Let me throw in some statistics. During 1982 a total of 343 pilots flew in National and Regional rated contests, some of these in more than one. In spite of the recession, this was 4% more than in 1981 and 10% more than in 1980, which is all good news. The 343 amount to 3.5% of the total BGA flying membership and this in itself is not a lot. Add to it the Inter-Club League, Competition Enterprise, and the National Ladder and the numbers of pilots involved in some competition activity can be more than doubled and then the percentages become significant.

This brings me to competition write-ups in S&G which we do not write but which we would like to be interesting and informative to a wider audience. Should there be more or fewer of them? Are the form and substance about right? Do they contain information that you want to know? These are not rhetorical questions, your views would be of interest to the Editor and to us.

Other aspects of our work are, by comparison, more routine and structured. We oversee the implementation of the FAI rules relating to badge and record flights and develop within the FAI various ideas and matters close to our hearts, the remote start and finish facility and the 750km diploma being the recent examples which specifically accommodate UK conditions. However, of necessity, the lifespan of the FAI **Sporting Code** is typically five years and thus our creative input into it is relatively infrequent.

The administration of BGA annual awards is one of the least demanding tasks. Taken as a group, glider pilots do not appear to be "cup" conscious and every year some of the various distance/speed/height awards remain unclaimed. Apart from the obvious plea, "please submit your claims even if you think they may have been bettered by someone else", the question arises have the awards outlived their usefulness? Or is the emphasis wrong? Your views would be most welcome.

By the time you read this column the World Championships at Hobbs will have taken place, ditto the UK Open Class Nationals and perhaps we will have all benefited from good summer weather which must be just around the corner! In the next issue we shall turn to some more specific topics. In the meantime — happy soaring!

## LEAGUE FINAL

The Inter-Club League final has been arranged for September 3-4 at Husbands Bosworth.

## GLIDING CERTIFICATES

ALL THREE DIAMONDS

| No. | Name | Club | 1983 |
|---|---|---|---|
| 143 | P. G. Sheard | Booker (in Australia) | 29.11.82 |
| 144 | T. R. F. Gaunt | Wyvern | 9.4 |

DIAMOND DISTANCE

| No. | Name | Club | 1983 |
|---|---|---|---|
| 1/214 | E. J. Crawford | Cathcart (S. Africa) | 23.12.82 |
| 1/215 | J. D. Benoist | Clevelands | 9.4 |
| 1/216 | T. R. F. Gaunt | Wyvern | 9.4 |
| 1/217 | B. B. C. Watson | Surrey & Hants (in Australia) | 27.2 |
| 1/218 | Trish Watson | Surrey & Hants (in Australia) | 27.2 |
| 1/219 | I. G. Smith | Essex | 30.1 |
| 1/220 | S. N. Hutchinson | Two Rivers (in Germany) | 30.4 |

DIAMOND GOAL

| No. | Name | Club | 1983 |
|---|---|---|---|
| 2/1206 | E. J. Crawford | Cathcart (S. Africa) | 20.12.82 |
| 2/1207 | D. H. Ramsay | Cranwell | 9.4 |
| 2/1208 | D. M. Abbey | Coventry | 9.4 |
| 2/1209 | C. J. Terry | Four Counties | 9.4 |
| 2/1210 | J. Grainger | Yorkshire | 9.4 |
| 2/1211 | I. G. Smith | Essex | 30.4 |

DIAMOND HEIGHT

| No. | Name | Club | 1983 |
|---|---|---|---|
| 3/574 | R. G. Hanson | Chilterns | 9.3 |
| 3/575 | R. C. May | London | 22.3 |
| 3/576 | R. M. Wilson | Clevelands | 27.1 |
| 3/577 | W. Aspland | Booker | 22.3 |
| 3/578 | P. Shambrook | Clevelands | 6.3 |
| 3/579 | I. Smith | Chilterns | 9.3 |
| 3/580 | O. J. Truelove | Chilterns | 9.3 |
| 3/581 | C. Marsh | Stratford | 14.4 |
| 3/582 | D. L. H. Sampson | Dorset | 14.4 |
| 3/583 | J. P. Bartoli | Surrey & Hants | 24.5.82 |
| 3/584 | R. G. Jones | Fenland | 14.4 |
| 3/585 | G. F. Fisher | Bristol & Glos | 14.4 |

GOLD C COMPLETE

| No. | Name | Club | 1983 |
|---|---|---|---|
| 927 | R. C. May | London | 22.3 |
| 928 | R. M. Wilson | Clevelands | 27.1 |
| 929 | D. M. Abbey | Coventry | 9.4 |
| 930 | J. F. Thurlow | Essex & Suffolk | 16.4 |
| 931 | J. Grainger | Yorkshire | 9.4 |
| 932 | D. L. H. Sampson | Dorset | 14.4 |
| 933 | C. R. Ellis | Midland | 6.3 |
| 934 | G. F. Fisher | Bristol & Glos | 14.4 |
| 935 | N. F. Stringer | Norfolk | 27.3 |
| 936 | I. G. Smith | Essex | 30.1 |
| 937 | E. J. Crawford | Cathcart (S. Africa) | 20.12.82 |

GOLD C DISTANCE

| Name | Club | 1983 |
|---|---|---|
| E. J. Crawford | Cathcart (S. Africa) | 20.12.82 |
| D. M. Abbey | Coventry | 9.4 |
| D. H. Ramsey | Cranwell | 9.4 |
| J. Grainger | Yorkshire | 9.4 |
| C. J. Terry | Four Counties | 9.4 |
| I. G. Smith | Essex | 30.1 |

GOLD C HEIGHT

| Name | Club | 1983 |
|---|---|---|
| M. Duncombe | Booker | 22.3 |
| D. J. Bruce | SGU | 24.3 |
| R. C. May | London | 22.3 |
| R. M. Wilson | Clevelands | 27.1 |
| P. Taylor | Midland | 6.3 |
| O. J. Truelove | Chilterns | 8.3 |
| N. K. P. Jones | Cotswold | 14.4 |
| C. Marsh | Stratford | 14.4 |
| J. F. Thurlow | Essex & Suffolk | 16.4 |
| D. C. Phillips | Stratford | 14.4 |
| C. McAlister | SGU | 15.4 |
| D. L. H. Sampson | Dorset | 14.4 |
| J. P. Bartoli | Surrey & Hants | 24.5.82 |
| R. G. Jones | Fenland | 14.4 |
| T. Trubridge | Fenland | 14.4 |
| D. Dent | Northumbria | 14.4 |
| C. R. Ellis | Midland | 6.3 |
| G. F. Fisher | Bristol & Glos | 14.4 |
| N. F. Stringer | Norfolk | 27.3 |
| I. G. Smith | Essex | 23.1 |
| B. W. Davidson | Humber | 16.3 |
| E. J. Crawford | Cathcart (S. Africa) | 20.12 |



*At last some good weather for a competition. The Western Regionals had seven good days and the winner was Ralph Jones (Nimbus 3), on the left of our picture with Ron Bridges, competition director, and Owen Harris, chairman of Bristol & Gloucestershire GC. Dave Roberts (Nimbus 2) was second with Dave Hodsman (Mini Nimbus) third. Photo: Ray Brown.*

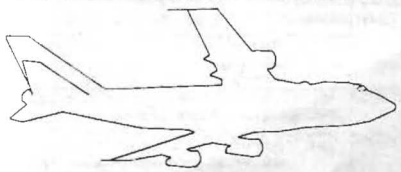
## BGA ACCIDENT SUMMARY — Compiled by ARTHUR DOUGHTY,

| Ref. No. | Glider Type | BGA No. | Damage | Date Time | Place | Pilot/Crew Age | Injury | P/Hrs | SUMMARY |
|---|---|---|---|---|---|---|---|---|---|
| 23 | K-21 | 2764 | M | 19.02.83 15.30 | Long Mynd | — | — | — | Glider slipped off trolley while being manoeuvred into hangar causing a 6in diameter puncture in underside of fuselage. |
| 24 | Jodel D 140 | G-AROW | M | 13.02.83 13.30 | Challock | 47 | N | 127 Pwr 322 gliders | After landing, aircraft turned off marked grass runway at walking pace and suddenly stopped as main wheels ran into a depression that was filled with snow. Power was cut but too late to stop aircraft tilting onto propeller. Light snow covering on ground. |
| 25 | K-7 | 2665 | M | 26.02.83 11.00 | Old Sarum<br>P2 | 26<br>54 | N<br>N | 230<br>P1 ½ P2 33 | Post-solo pupil was making second flight on type. Approach was normal but roundout was too early and too high with full airbrake. Instructor failed to take over in time and speed decayed resulting in a heavy landing as glider dropped onto main wheel. |
| 26 | K-13 | 2739 | S | 14.03.83 17.25 | North Hill<br>P2 | 68<br>? | N<br>S | 891<br>? | Mutual flying and P1 allowed P2 to do the launch. Launch failed between 10-20ft when winch slipped out of gear. Cable back released and P2 failed to initiate recovery. P1 was slow to react and by the time recovery action was taken the glider had stalled. P2 sustained serious spinal injury. |
| 27 | IS-28M2A | G- | M | 15.03.83 | Tibenham<br>P2<br>All power | 47<br>50 | N<br>N | 1500 Pwr 850<br>9000 | P2 flying with P1 as check pilot. U/C selected down and position of handle visually checked by P1. Green U/C light lit when test button pressed and double check made by opening airbrakes and red light and warning horn remained off. As a normal touchdown was made the U/C retracted. |
| 28 | Skylark 4 | 1137 | W/O | 28.03.83 16.25 | Guilsborough, Northants | 48 | N | 243 | Drifted downwind and attempted to return 6 miles to site from 2500ft after breaking cloud. Forward visibility restricted due to heavy precipitation. Picked field at 1000ft but failed to observe electricity poles on approach until on downwind leg at 700ft. Continued downwind to two small fields hoping to land in second but failed to clear dividing hedge. |
| 29 | Astir CS | 2391 | S | 02.04.83 12.30 | Long Mynd | 26 | N | 25 | Final stages of circuit were apparently low and the final approach and landing was made onto a part of the site which is not recognised as a landing area with a 5% downgrade. |
| 30 | Kestrel 19 | 1767 | W/O | 03.04.83 14.00 | Long Mynd | 21 | F | ? | The winch cable was released at about 100ft and the glider assumed a steep nose-down attitude from which it did not recover. There is evidence that the starboard aileron was not connected. Investigation continuing. |
| 31 | K-8 | 1451 | S | 02.04.83 17.15 | Wigmore, Herefordshire | 20 | N | 3 | While local soaring the early solo pilot saw the site become enveloped in a snowstorm so turned downwind to land out. A large field was selected but the pilot failed to notice the power wires crossing it. Concentration was distracted wondering how many others had been missed and a heavy landing resulted. |
| 32 | Motor Falke | G-AYYK | S | 20.11.82 13.45 | Perranporth | 40 | M | 2 Pwr 242 gliders | Approaching to land in a 12-15kt wind the pilot's judgment was affected by the glare of the low sun dead ahead and the roundout was too high. He realised this and eased the stick forward but flying speed had been lost and the aircraft dropped onto the runway. |
| 33 | K-8s | 2627 | M | 03.04.83 14.05 | 4 miles west Raglan, Gwent | 47 | N | 10 | Pilot got lost local soaring with 20 miles visibility. Picked field with sheep which ran when he passed overhead on base leg. Approach was well into field so closed airbrakes and dived to stretch glide to the next field which was beyond a dual carriageway and at higher level. Struck barbed wire fence and post. |
| 34 | K-18 | RAFGSA 448 | S | 10.04.83 13.00 | 2 miles south of Auchterarder, Perthshire | 41 | M | 30 | Wind shifted and hill lift collapsed. Fields at bottom sloped down too much and tall trees either side made the field too narrow for a landing into wind now parallel with ridge. Attempted a 180° turn to land uphill and crosswind. Wingtip struck ground in turn breaking off outer third and then pivoted about broken wing to stop facing downhill. |

SILVER C

| No. | Name | Club | 1983 |
|---|---|---|---|
| 6378 | R. J. Histed | Rattlesden | 9.4 |
| 6379 | A. G. Leach | Lasham | 26.3 |
| 6380 | R. Matheson | Surrey & Hants | 3.4 |
| 6381 | P. W. Hurst | Southdown | 2.4 |
| 6382 | J. M. Roach | Midland | 6.4 |
| 6383 | S. F. Tape | Two Rivers | 5.4 |
| 6384 | A. P. R. Barber | Southdown | 12.4 |
| 6385 | W. G. Roberts | Wrekin | 9.4 |
| 6386 | C. W. Perry | Portsmouth | 8.4 |
| 6387 | Joanna Murray | Deeside | 15.4 |
| 6388 | N. K. P. Jones | Cotswold | 7.4 |
| 6389 | E. B. Sower | Coventry | 9.4 |
| 6390 | R. Coombs | Southdown | 2.4 |
| 6391 | J. M. Greenway | Wrekin | 9.4 |
| 6392 | C. N. Wallis | Surrey & Hants | 3.4 |
| 6393 | D. R. Woods | London | 30.3 |
| 6394 | T. P. Bralesford | Four Counties | 15.4 |
| 6395 | E. A. H. Boyle | Ulster | 24.4 |
| 6396 | M. A. Cooper | Two Rivers | 24.4 |
| 6397 | P. B. Hogarth | Mendip | 30.4 |
| 6398 | J. J. Viggars | W. Wales | 17.4 |
| 6399 | A. McKillen | Ulster | 7.4 |
| 6400 | J. McGilvray | Connel | 18.4 |
| 6401 | T. A. Reynolds | Essex & Suffolk | 9.4 |
| 6402 | I. M. Petman | Coventry | 9.4 |
| 6403 | A. R. Greensmith | Fulmar | 16.3 |


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| 6.0 mm GL1 | Birch 5 Ply |
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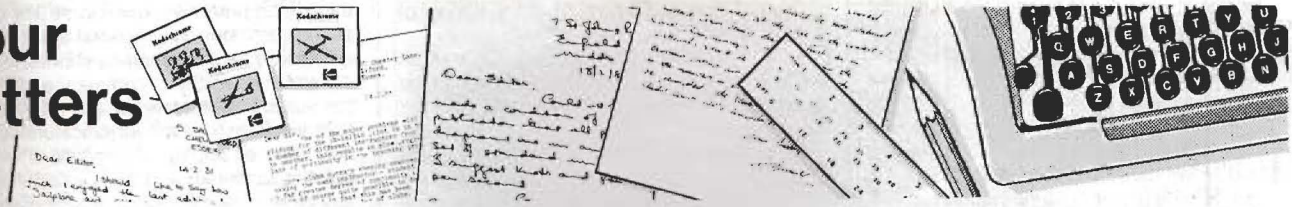
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*(Continued from p175)*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 35 | K-13 | 1421 | W/O | 07.04.83 18.00 | Milnathort, Kinross-shire | 22<br>34<br>P2 | N<br>M | 167<br>7<br>P2 | Shower activity upwind of site observed prior to take-off but glider was thermal soared 7-8 miles downwind. Squall with sleet and snow to ground level moved in making return to site impossible. Tried to fly round squall to west but became more enveloped in precipitation which restricted visibility. Picked field but failed to note approach was downwind which resulted in attempt to overshoot into next field. Struck fence with wingtip, yawed, went sideways through fence, across road into hedge of overshoot field. |
| 36 | T-53a | 1512 | S | 20.03.83 14.50 | Dunkeswell | 45 | N | 32 | After autotow launch in crosswind the pilot turned to the downwind side of the runway to search unsuccessfully for thermal. After a 360° turn was too low for normal circuit. Disappeared behind hangars, re-emerged to clear power wires and slow zoom over boundary fence. No speed for roundout — landed heavily. |
| 37 | Swallow | ? | M | 02.04.83 18.40 | Connel | 21 | N | 10 | After autotow launch to 1600ft pilot attempted to reach local hill upwind but turned back when down to 850ft. Allowed downwind leg to continue too far beyond A/F boundary with low base leg. Could not reach A/F and decided to land on beach. Wingtip hit post, glider pitched nose down and struck water. |
| 38 | ASW-19 | 2862 | S | 16.04.83 11.00 | Husbands Bosworth | 42 | N | 195 | Second flight on type. Lowered U/C and with airbrake lever on same side pilot selected what he thought was full airbrake but in fact raised U/C. With excess speed and the upwind boundary rapidly approaching an attempt was made to put the glider on ground. A wing dug in and the glider cartwheeled. |
| 39 | Skylark 2<br>T-21 | 747<br>? | M<br>M | 05.04.83 16.15 | Strubby<br>Pedestrian | 17<br>? | N<br>N | 8 | After normal landing pilot failed to maintain directional control in light crosswind. Veered to side of runway where wingtip passed under raised wing of T-21 moved off runway after landing. As wing was forced down under T-21 strut Skylark rotated round nose of T-21 and knocked over pedestrian at the lower wingtip. |
| 40 | K-7 | 2218 | M | 01.04.83 | Woodford<br>P2 | 43<br>26 | N<br>N | 439<br>3<br>P2 | After confused instruction about cessation of launching winch driver received "Up slack" followed by "All out" which he thought was to wind in cable. He saw glider at 15-30ft continued to 80-100ft then aborted launch in view of previous instruction. P2 did not re-act to gradual power loss and P1 failed to take over in time. Stall followed by ¼ turn of incipient spin. |
| 41 | Std Astir | 2630 | M | 04.04.83 13.40 | Lee on Solent | 26 | N | 300 | Winch cable broke at about 150ft. Pilot lowered nose, released cable, unlocked airbrakes and "allowed speed to increase before applying . . . sufficient brake . . . but was unable to avoid a heavy landing" on tarmac surface and brushing A/F light fitting with wingtip. |
| 42 | Skylark 3a | 813 | M | 09.04.83 16.30 | Currock Hill | 72 | N | 100 | Canopy was removed and placed in shelter of trailer while the glider was being de-rigged. General wind was light, 5kt, but a sudden gust associated with thermal activity blew the canopy against some tyres shattering the perspex. |
| 43 | PIK 20o | 2211 | M | 26.04.83 12.40 | Lasham | 37 | N | 116 | First flight on type and as weather was showery was briefed on effect on performance of wet wings. Released from A/T in light rain and after manoeuvres recognised return to site was marginal and in last 50-100ft that glider was undershooting. Attempted landing in adjacent field, ran into A/F boundary hedge. |
| 44 | Superfalke<br>K-13 | G-BHAG<br>2406 | M<br>N | 31.03.83 10.10 | Lasham | — | — | — | K-13 was being towed to launch point with three persons in attendance, nose, tail and stbd wingtip. As glider was about to pass the parked Superfalke the wingtip holder held the tip back steering the glider towards the Superfalke. The wingtip struck the T/E of Superfalke rudder causing minor damage. |
| 45 | K-6e | 2396 | M | 30.04.83 13.00 | Husbands Bosworth | — | — | — | Tractor driver of winch cable retrieve tractor drove round the rear of the glider to offer assistance to two persons pushing glider out of muddy area. He forgot the cable spreader bar at the rear of the tractor and as he turned the bar struck the empennage of the glider. |
| 46 | K-7 | 2538 | S | 17.04.83 11.46 | Strathaven<br>P2 | 46<br>24 | N<br>N | 95<br>? | Pupil making approach with full airbrake from 400ft. Advised by P1 to closely monitor speed because of gradient and warned about closing airbrakes nearing roundout. At about 50ft airspeed decayed rapidly. P1 took over but too late to acquire sufficient airspeed for roundout and landing. Heavy landing. |
| 47 | Olympia 460 | ? | M | 02.04.83 12.50 | Parham | 54 | N | 42 | Ridge soaring at 1250ft and attempted to thermal away in 2kt thermal in 25kt wind. At 1100ft behind ridge decided to move forward but height was insufficient to clear a double fence on edge of ridge. Turned to land parallel with and landed heavily in curlover, apparently in a stalled condition. |
| 48 | K-8e | 1925 | M | 30.04.83 11.00 | Weston-on-the-Green | 32 | N | 980 | Centre section removed while making daily inspection to inspect control connections. The fairing was replaced but the pilot who was doing the DI was distracted and failed to replace the securing wing nuts. During the launch the fairing lifted and broke off, slightly bending top longeron. |
| 49 | K-13 | 1608 | M | 21.04.83 17.00 | North Weald<br>P2 | 53<br>? | N<br>N | 800<br>Nil | Weak link broke at about 300ft. Normal recovery initiated but parachute and cable passed over port wing removing airbrake capping strip. Tow-car driver released and pilot closed airbrakes, eased to stbd thereby inducing cable to slide off wing. Landed without further incident. |

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

# Your Letters



## FALSE CLAIMS FROM SOUTH AFRICA

Dear Editor,

Recently an advertisement appeared in your magazine under the heading "Bloemfontein — South Africa" (April issue, p94) in which extravagant offers were made to attract glider pilots to this country. Unfortunately the claims made in the advertisement are untrue and the individual who we believe placed the advertisement is totally unable to meet these commitments.

We would be very grateful if you could print a denial of this advertisement. At the same time we would like to offer assistance to anyone interested in coming to South Africa to glide and suggest that they contact us through the Aero Club of South Africa office, Ventura House, 242, D.F. Malan Drive, Blackheath, Johannesburg, 2195. Tel: 011 678-5623.

S. R. MURRAY.

## SNAKING WOES

Dear Editor,

Martin Durham's article on the dangers of trailer snaking is a timely warning against an all too frequent phenomenon. (See last issue, p115.)

However an extra cautionary note should be added: it is particularly worthwhile to invest in the insurance of a snaking stabilizer. Many excellent devices are available at modest prices which are insignificant compared with the expense and distress which they may save.

Incidentally, a small and unknown point which will be of interest to trailer builders is that a twin wheeled trailer can legally be towed up to 70mph on motorways provided that the axle line spacing is greater than one metre. With such a trailer it would be particularly important to ensure that the weight ratios are adequate to give stability and that an anti-snaking stabilizer is fitted.

RODNEY B. WITTER, **Chester.**

## OVER TO YOU

Dear Editor,

Can anyone help the plight of Oxford GC by lending them a grass cutter? One gentleman on Saturday, June 4, seemed to be having a large (20m) problem which kept me tuned in to the radio for nearly two hours, but unfortunately I missed the final outcome of this saga and I wonder if he could enlighten me as to what happened?

Did they cut the grass so he could land there? Did he land there anyway and has lost his glider in the undergrowth? Did he land only to find that he can't get out again and won't be able to fly for the rest of the season? Or worse, did they cut the grass with the glider in it and is he now flying 15m?

Sir, I can understand your concern but did we all have to hear it? Would a telephone call before you flew have been better and saved us all the agony of waiting for another instalment?

We are now well into the soaring season and the usual chatter on the radio is all too apparent. Isn't it about time we had some sort of guideline on R/T discipline? I am not suggesting that it should be as formal as military procedures etc but what worries me is that one day someone is going to transmit an emergency call and it isn't going to get through because Tom, Dick or Harry is telling all what time he is going to land for lunch etc!

So please, before you transmit think about what you want to say — and is it really necessary? It may also help to cut down on some of the more rude remarks we also hear too often these days which are not to be commended, even if they do shut someone up. Finally, keep it short and simple.

"CELERY POT", OUT.

## *JIMMY THE FROG



Dear Editor,

I would like to thank you all at North Weald for the delightful Easter weekend holiday. I was very warmly welcomed. You guys impressed me a lot rigging your gliders at 8am in wind and showers. Under such circumstances an average French pilot would stay in bed and possibly sip wine by the window.

As I wondered if I should wear a suit and tie for the party, John laughed and replied: "We aren't normal Englishmen, we are glider pilots." And it's true, you chaps are just as noisy, laughing, thirsty and dirty as genuine French *vélivoles.*

Every one of you is most welcome in Roanne at any time. I just can't wait to come back.

JIMMY, **Roanne, France.**

*Jimmy's title, not ours.

## 50 YEARS AT OXFORD

Dear Editor,

Mr Ian Mailer has over-estimated the length of life of the Oxford University and City GC. (See letter in the last issue, p128). There is no evidence in the S&G Club News for 1933 of such a club being formed.

Kronfeld did indeed leave Germany in 1933 because of Hitler's racial policies, but for the next few years he wandered around giving soaring demonstrations in other countries such as Austria, Italy and France. So he could not have helped to form a gliding club in England.

The first Oxford Club flying meeting recorded in S&G took place on May 7, 1938 at its site at Beacon Hill, where the main London-Oxford road descends from the Chiltern Hills escarpment. But the actual official meeting to inaugurate the club earlier in the year was not reported in S&G at all. It was a big affair, with Amy Johnson among the speakers, and I am still looking for an account of it in one of my pocket notebooks; the date, when found, will be revealed.

Before the club could be formed, the constitution of Oxford University had to be changed, for it included a law forbidding the practice of *"aerobatorum".*

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

## GLIDER INSTRUMENTATION

Dear Editor,

I read with interest Harold Dale's article, "Ergonomics and Glider Instrumentation" in the April issue, p64, which draws attention to an area that has long been recognised as important by the RAF and the RAFGSA.

He gives due crdit to Don Austin for proposing a standard instrument layout 20yrs ago. In fact Don was the RAFGSA instrument member at the time and his suggestions were subsequently taken up with the issue of a recommended standard layout in the RAFGSA maintenance regulations. This standard layout has now been upgraded to mandatory in the new issue and applies to all RAFGSA owned gliders.

The reasons for having a standard layout are to:

a. Reduce a possible safety hazard when a pilot flies in an unfamiliar glider.

b. Position critical instruments around the top of the panel so that the pilot can see them without neglecting his lookout.

c. Reduce pilot workload while blind flying on a limited panel by grouping certain instruments together.

It is recognised that, owing to the large variety of shapes and sizes of instrument panels and individual instruments, it is not possible (or desirable) to be too rigid in enforcing a standard layout and a certain amount of artis-

tic licence is allowed. However, the essential ingredients of the standard are as follows:

a. **ASI.** The ASI should always be placed on the left hand side of the panel as close to the top as possible.

b. **Main variometer.** As the primary soaring instrument this variometer with its flight director or speed-to-fly ring should be placed in the top centre of the panel.

c. **Second variometer.** The second variometer is also a constant source of reference and should occupy a position on the right of the panel close to the top.

d. **T&S indicator.** To reduce eye movement when blind flying the T&S indicator should be positioned below and adjacent to the ASI and the main variometer.

e. **Altimeter.** The altimeter should not command much attention during critical phases of flight and a position at the bottom of the panel can be utilised.

f. **Artificial horizon.** The position of an artificial horizon is not critical and it can be mounted in the bottom of the panel. Its bulk often indicates a position in the centre.

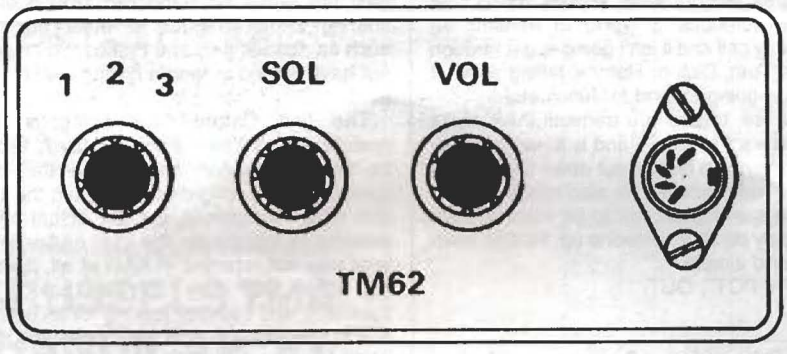
g. **Compass.** The compass is best mounted upon the coaming or canopy where it can be easily viewed while cruising between thermals. If it has to be mounted on the panel it is best positioned as high as possible but the main consideration is to avoid magnetic interference from electrical instruments or ferrous items.

This standard layout is based upon sound flight safety and ergonomic reasoning and is widely used throughout the RAFGSA. I certainly agree with the concluding paragraph of Mr Dale's article that it would be a good thing if the BGA were to endorse this standard and recommend its universal application.

There is another point mentioned in the article which is worthy of comment and that is on the subject of ASI ranges. It is really not practical to choose airspeed indicators so that at 40kt (for example) all indicators would be pointing to the same clock position. Apart from any other considerations different gliders must have different types of ASI so that the chosen instrument covers the normal speed range of the glider plus 10% over VNE, and this can vary enormously between glider types.

Finally, if I may wear my CFI hat for a moment, whatever the instrument layout or indicator ranges may be, before a pilot is converted to a glider he has not flown before (even if it is of a familiar type) it is essential that he not only receives a thorough briefing but that he also has time to sit in the cockpit and get to know the layout before being offered a launch.

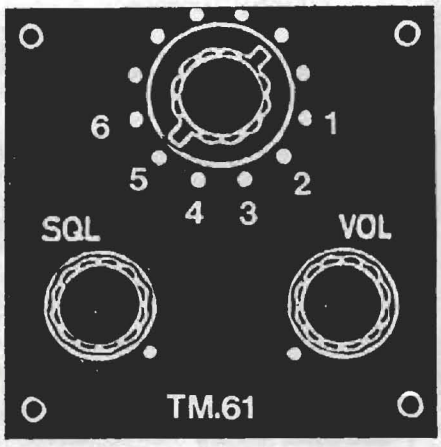
RALPH DIXON, *RAFGSA instrument member and CFI of the Fenland GC.*


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WHY NOT USE COLOURS?

Dear Editor,

I am sure Harold Dale's article found much agreement with its theme — the confusion created by a mass of white blobs, streaks and squiggles against an amorphous dark background. The messages are decipherable under fresh and full concentration but easily missed in moments of stress.

Why not have standard faces for the main instruments such as:

| | | |
|---|---|---|
| Speedometer (ASI) — | Red | |
| Upandowner (Vario) — | Blue | top half |
| | Green | bottom half |
| Altimeter | White | |

Compass — as now — mainly black except for Bohlis?

And certainly a standard panel layout; who will take the lead?

JOHN JEFFERSON, **Market Drayton.**

THE P FACTOR

Dear Editor,

Alison Campbell writes in the June issue, p128, "What we need to understand is why women do not seek to reach the top in gliding". This is entirely due to evolutionary hydraulics. Reaching the top in gliding inevitably means long hours in the cockpit, fairly often. Evolution has decreed that males are front-enders, whilst females are back-enders. This places them in an impossible position, and accounts for the dearth of women at the top in gliding.

STEVE PRICE, **Wallington, Surrey.**

AUSTRALIA INCLUDE TAIL DOLLY

Dear Editor,

In the April issue, p81, John Marriott refers to the addition of tail dolly to our pre-flight checks. The standard "prior to entering cockpit check" at soaring centres in Australia includes this item, using:

**A — Airframe.** Check for damage to control surfaces, tail-wheel/skid, correct main wheel type inflation or any unusual dents, scrapes or punctures.
**B — Ballast.** Is ballast required? If so, is it securely in correct position? If not required, remove any ballast left in aircraft.
**C — Controls.** Full and free movement in the correct sense.
**D-Dolly** (Tail). Removed.

The adoption of ABCD also satisfies the transitory interval between the movement of the aircraft (A) from hangar/trailer to launch point or (B) retrieving after landing to launch point, thus ensuring safe preparation for flight.
PETER ROSE, **Storrington, W. Sussex.**

*One very experienced pilot has written to say he once flew with the tail dolly on, for which his partner was very apologetic. He suspected it might be on although the aircraft's handling was unaffected, but he didn't make any abnormal manoeuvres. "It is very convenient on landing," he adds, "though I won't do it again."*

## MNEMONICS

Dear Editor,

The key to an effective mnemonic is that it is easily remembered under *stress* conditions, eg anxiety, anger, emergency situation. (See "More on Mnemonics" in the last issue, p129.)

To serve this function it needs to be a word or "semi-word" that provokes a reliable, consistent response, and brings forth the right checks without forgetting anything. A mnemonic which itself is difficult to remember is useless.

For example: H.A.S.E.L. (Hazel), E.F.U.L.S. (Ethel's), and L.U.F.T.S.T.A.L.L. (Luft-stall) are easy to remember.

Those who want to make up mnemonics for their own use might like to make it easy to remember by using this principle — a recognisable word, that jumps to mind when needed.

For example: in field landings I use W.A.S.S.S.S.P. (Wasp) that is: Wind, Approach Direction, Effective Size after obstacles, Surface, Slope, Stock, Positioning.
JOHN LEONARD, **Wellesbourne, Warwicks.**

## THE RETURN OF LEWIS CARROLL

Dear Editor,

I note with interest the return after 45yrs of Lewis Carroll to the pages of S&G. (See the last issue, p141.)

I well recall the writings of "Corunus", who I believe was Philip Wills, in the 1938 copies of the *Sailplane* on such as "Alice in Bungyland" together with sundry poems which are nice to see again.
PETER FLETCHER, **London.**

## FALCON IN MUSEUM

Dear Editor,

Following the reproduced article "Gliding from water" in the April issue, p79, readers may be interested to know that the Falcon has been fully restored, and now hangs as a permanent exhibit in the Windermere Steamboat Museum.
ROGER F. POLLARD, **Harpenden, Herts.**



*Roger's photograph of the Falcon on exhibition. In the museum catalogue it is listed as a "Seaplane glider" and said to be "intended for military use."*

## EGOS, LARGE AND SMALL

Dear Editor,

Gliding seems to be a sport which attracts people with self-confidence and strong personalities. (See "Instructor's Ego Trip" in the last issue, p128.) Inter-personal relationships in such a group are naturally more abrasive than "average". But gliding is not a healthy sport for over-inflated egos — Mother Nature slaps you down too often, even if no one else does.

I have not yet met an instructor flying on an "ego trip". I have not yet been "blasted with abuse" by an instructor. I have not yet felt it necessary to "belt" an instructor. My name is not James.
C. J. CHAPMAN, **Nuneaton.**

## MENDIP WERE THERE!

Dear Editor,

Mendip GC gliders are finished in a bright yellow colour scheme in the hope that they are readily visible. For some totally unaccountable reason, the BGA made no provision for our canary Bocian in the Royal Agricultural College lecture room and reliance was therefore placed on one member's jacket of a subtle blend of red, yellow, green and purple stripes to advertise the Mendip GC presence at the BGA Conference.

Imagine the consternation at Weston-Super-Mare on reading S&G (see last issue, p120) and discovering that neither Mendip GC or the jacket of many colours was observed at Cirencester and that only Cotswold had bothered to represent the West Country.

To set the record straight: Mendip GC provided five members for the weekend conference plus a further five for the AGM. Therefore 15% of this club's members made the effort to get to Cirencester and with but a few reservations on the AGM, all thought it was well worthwhile.

Please BGA, we do exist not just as an entry on your accounts ledger. We can bear not being spoken to, but to be rendered invisible in the eyes of the almighty is just too much. We wonder whether other small clubs feel unwanted and unloved too, (perhaps Dr Barnardo accepts gliding clubs?).
W. A. T. BURGESS, **(51°20′N — 02°56′W)**

*(Sorry Mendip not to have given you a mention in the report. ED.)*

**Glider identified.** Harold Holdsworth of Bradford thinks the glider shown in the April issue, p81, is almost certainly a BAC VII made by the late Lowe-Wylde during 1931-32.

He writes to say that the BAC series were made in a disused brewery at Chardstone and while the VII was the best, it had drawbacks. It couldn't shed its wheels for minimum drag when soaring and it was of a very light construction, far lighter than the Slingsby tandem Tutor, but of roughly the same size. It had a permanent tube undercarriage with low pressure tyres which took the impact on the corner of the main fuselage frame where the lift struts were attached. As a result the bottom of the fuselage was quite light and unsuitable for the rough landing surfaces of the period which were either virgin moorland or natural pasture.

Not many were sold and most were converted into Planettes which became the Kronfeld Drone. Harold said that at one stage they were in the Alan Cobham air circus.






*Dave Crinson and Bill Stephens toast the winch they have just completed for Bristol & Gloucestershire GC. They were presented with the silver mugs they are using as a thank-you for their months of hard work on the winch, which is an old beer delivery lorry. Dave and Bill, who are K-6 syndicate partners, are now planning to build a second winch for the club.*

# CLUB NEWS

**Copy and photographs for the October-November 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 August 9 and for the December-January issue to arrive not later than October 11.**

*June 8, 1983* GILLIAN BRYCE-SMITH

**AVON SOARING CENTRE (Bidford Airfield)**

Easter and the following weekend produced plenty of soaring and various cross-countries between 100 and 285km were flown by Eric Burke, Dave Breeze, Phil and Ralph Jones and Albert Etchells.

Mike Hackett gained Silver height in his Bergfalke on April 9 and Dave Harris achieved his duration on April 17 in his syndicate 304, although not taking off until after 2pm. Congratulations to Alan Cox on going solo.

The highlight of the open day on May 31 was a series of sponsored loops by comedian Don Maclean which raised money for charity and gained us plenty of TV, radio and press publicity. Don is also learning to glide, having joined the club a few months ago. We also welcome Richard Smith to the staff as a full Cat instructor.

D.J.C.

**BATH & WILTS (Keevil Airfield)**

We have just finished our task week which only produced two days' flying — a 175km triangle which only Stuart North completed, and a 100km when all pilots either landed out or returned to the field. During the week Paul Dunthorne flew his five hours.

The highlight was our 20th anniversary party on June 4, to which many previous members came. It was good to see so many familiar faces. Anyone who missed the celebrations is welcome to drop in and see us.

Our club fleet now consists of two Bocians, two K-6CRs and a K-6E which is being repaired.

In addition to the Friday evening air experience flights, we are now running weekend *ab-initio* courses. The first solo resulting from the courses was Roger Sheppard who soared the Bocian for 15min on his second solo flight. We are also hoping to run weekend courses for early solo and pre-Bronze pilots and have two one-week courses for beginners in July and August.

We are having a week at the Long Mynd in October. Finally, good luck to our competition pilots, especially to Andrew Davis in the World Championships.

J.L.

**BOOKER (Wycombe Air Park)**

Following his success on the Val Doonican Show Brian Spreckley has been approached by Channel 4 to do a summer spectacular with Liberace. There may, however, be problems getting the piano into the glider and the candelabra on the wing could be a fire risk.

Due to the overall geriatric performance of Booker pundits at the 15M Nationals, the Flying Bathchair trophy will be presented at the end of the season. Nominations should be sent to the club secretary. In an effort to improve their performance, production and distribution of the new go-faster dayglo flying suits is going ahead with all possible speed. P.S. Due to a technical error the M100 mentioned in the last club news referred to a new typewriter for the office and not a glider for the fleet. Although various speeds have been tried, the correct glide angle has not yet been achieved.

P.R.

**BORDERS (Milfield)**

This last month brought a spate of Silver legs with Alastair Fish and Alastair Scott completing their Silver Cs. Kath Booth literally scraped a Bronze leg, spending most of her 1hr flight at around 700ft.

We continue to grow in size now that the tug has given us a new lease of life. There are rumblings about a club glass single-seater although our T-21 and Tutor are still for sale.

F.W.

**BRISTOL & GLOUCESTERSHIRE (Nympsfield)**

Our open day at the end of May was a success, the weather staying mainly fine. Apart from the air experience flights which kept six two-seaters busy (including a K-7 borrowed from the Cotswold GC), there was an aerobatic display, an aerotow performed by 1/4 scale models and various other attractions.

Dave Crinson and Bill Stevens have been presented with engraved tankards for their work on the new winch, which must be one of the smartest in the country. They are now looking for volunteers to start work on another!

In addition to our normal holiday courses, we have this year been running post-solo courses including cross-country flying (with the inevitable field landing exercises), cloud flying and aerobatics.

J.R.B.

**BUCKMINSTER (Saltby Airfield)**

Our new clubroom is proving its worth. We had a Hall'owe'en party with a firework display and fancy dress disco and at Christmas Marylin, our weekend cook, produced a five-course meal for 44 members.

Chris Simpson was our guest at the annual dinner-dance in April. The prizes went to Trevor Murphy (Club Ladder, best distance and best competition placing), Cliff Stapleton (longest Silver C distance), Paul Marlowe (first ever 100km of the season) and Carl Tyers (best club effort).

We welcome Bruce Cooper from Aboyne and congratulate Damion De Lima, Kevin Whitehead and Paul Gregg on going solo; Gavin Pinfold and Simon Harrison on their Bronze Cs; Simon, as well as John Kay, on flying Silver distance and Paul Marlowe and Bob Thompson on completing the instructors' course at Lasham.

Our summer courses are until mid-September with flying seven days a week for members and visitors.

Paul Marlowe has taken over from Trevor Murphy as treasurer and Trevor replaces Arthur Keeling as secretary.

E.A.S.

**CONNEL (Connel Airfield)**

The season started badly with Robert Rothnie, our CFI, being seriously injured in a microlight accident. Robert, enthusiastic about all forms of flying, couldn't resist trying the microlight and spun in from a launch at about 50ft. Thanks are due to visiting doctors and the RAF helicopter rescue service for a remarkably rapid 100 mile transfer to a Glasgow hospital.

Everyone is reasonably optimistic about Robert's chances of a full recovery and we are looking forward to seeing him on the airfield later this summer. Our thanks also to the help

offered by visiting instructors, to Keith MacKay, our country member instructor, and Derek Young who has taken over the additional administrative work.

The club fleet, refurbished and recovered, is looking trim for the tourist season. Recent club nights with wives at a Oban hotel are proving popular.

Congratulations to John McGilvray on his Silver C and to Mike Gregory, Gus McLaughlin, Alex Fleming and Barry Kerr on going solo.

M.G.R.

**CORNISH (Trevallas Airfield)**

Members enjoyed very good flying at the Culdrose GC task week. Doug Snape and Ken Reid gained Silver heights in cloud during April.

George Collins has resigned as an instructor after many years, having previously given up the CFI's job, and Don McWillen-Wright has resigned as a course instructor due to business commitments.

The Motor Falke is back after repairs and has a new three year C of A. A Rallye tug has been bought by 25 members and we are looking forward to its aerotows this summer. Simon Jordy obtained his PPLMG licence at Enstone.

We enjoyed a week's flying at Lasham (weather awful) and thank Ray Pentecost for his help.

M.J.D.

**COTSWOLD (Aston Down)**

"Tim's task week", as it is known, was a disappointment due to the weather and Ken Lloyd did well to win in marginal conditions.

We hosted the Rockpolishers for the Inter-Club League on June 4-5 when Usk won all three Classes and we were placed second overall.

Nick Jones gained his duration and Gold height in wave during a visit to Portmoak. Flos Howard missed soloing on her 16th birthday due to the weather but was successful the following weekend. Congratulations also to Adrian Snow, Mike Roberts and Linda Caruthers on going solo.

P.K.

**COVENTRY (Husbands Bosworth)**

Despite the rain the season has been successful so far with 4000 cross-country kilometres flown, including eight 300km triangles, during the Easter week.

We had splendid weather for our open weekend when there were 200 air experience flights. A lot of interest was shown in the courses and several new members were enrolled.

The ASW-19 is back after its recent mishap, together with our No. 4 Bocian which has been refurbished. We take delivery of a fifth Bocian soon and our club fleet also includes two K-8s, a SF-27 and an ASW-19. Frank Golding is now resident engineer to maintain our Chipmunk.

Congratulations to Roy Bains, Pete Cliff and Bruce Hook on going solo; to Alan Fretwell and Chris Rodwell on their assistant rating; to Derek Abbey on achieving 306km on his second flight in an SB-5 for another Diamond and to complete Gold C and to Gary Wills on becoming a full Cat.

Steve Grublys, on holiday from South Africa where he emigrated last year, made a welcome return visit. He commented that gliding in SA was quite boring since 10 000ft was gained with little effort whereas on this holiday it took considerable skill to rise from 1500 to 1800ft in 30min.

N.B.



*Coventry GC's new winch.*

**CRANFIELD (Cranfield Airfield)**

We had our first visitor of the year on Easter Sunday, Mike Bird in the Caproni, and have hosted visitors from Upwood and Hus Bos who for one reason or another couldn't fly at their home field.

At the AGM Harry Purser was presented with the Silene trophy for the second consecutive year and a special presentation was made to our CFI, Derek Wilcox, for 26yrs of continuous worry on our behalf.

The airfield is now open seven days a week with glider circuits using the north side. Fortunately we have a gliding orientated ATC unit on the airfield. If in doubt give them a ring on 0234 752761.

Our courses are being well supported by the public with all places filled.

D.P.S.

**DEESIDE (Aboyne Airfield)**

The resident depression over England during the spring meant easterly winds in Scotland, bringing dull, cold weather for weeks on end. On the few occasions when the wind was westerly, Aboyne lived up to its more usual reputation.

A 340km triangle was flown, with 27 000ft just for fun after completing the task. Jo Murray flew the first wave Silver distance for some while, landing on top of a hill to beat the 1% rule to complete her all-wave Silver C in some 35hrs.

Spring courses were hard work and "Chalky" White, our new CFI, started off as he intends to continue, introducing, amongst other innovations, new parking restrictions. Anyone know where we can get a yellow band for his hat?

K.A.H.

**DERBY & LANCS (Camphill)**

The season got off to an excellent start with a "John Willie Week", John's skills and enthusiasm made a lasting impression on everyone involved. In May there was an expedition to Fayence — the nearest gliding site to St Tropez — by nine pilots and their families. They flew K-6s, K-13s, Astirs and ASW between the Cote d'Azur and the Alps Maritime and found it difficult to believe 300km tasks were commonplace. A 700km triangle and 7500m height gain were flown by local pilots while they were there.

Our hangar improvements are now complete and the south-west corner of the field is looking greener since it was smoothed out by seemingly continuous rotovation last year. We are hosting visits from Lasham and Altair later in the season and welcome inquiries from any other clubs wanting to experience an outstanding hill site with comprehensive facilities and accommodation.

P.L.R.

**DEVON & SOMERSET (North Hill)**

Our club diary reflects the generally poor weather since Christmas — nothing of significance.

Ken Lopez and Geoff Pinn have gone solo and Justin Wills flew his LS-4 home from an Easter visit when local conditions were very mediocre.

Our task week has just started and fortunately returned to service is one hard-worked and long-suffering K-13 after a launch failure. Even more fortunate is the PI who has thankfully recovered from back injuries.

A welcome return of "North Hill News", our occasional broadsheet, owes much to Gordon Peters and more to his staff of volunteer reporters, editors and printers. Also welcome was a visit by the LS-4 demonstrator.

Joining our long distance élite, as occasion permits, is Tom Zealley, BGA chairman, who, with his ASW-20, will provide good company for our pilots roaming DG-100, Mosquito and Libelle pilots.

I.D.K.

**DORSET (Old Sarum)**

Our thanks to Jim Linnegar and Pam Weyman for organising our annual dinner-dance in April which was well attended.

There were committee changes at the AGM in May with Dennis Neal handing over as secretary to Jim Linnegar after many years of sterling service. Congratulations to Ken Phipps and Norman Eyres on receiving honorary memberships for many years' service.

We now have an almost exclusively "K" fleet with a K-13, K-7, K-8 and K-6, plus our Sky 4 recently back from repair. The T-21 has been sold and leaves behind many fond memories.

Congratulations to Jill Burry and Phil Moreland on going solo and converting to the K-8; to Neil Davidson and Gerald Dale on their Bronze Cs and to Dave Sampson for Diamond height at Aboyne on April 14.

The limited aerotow facility which we started in May has already brought back some rarely seen club members with un-winchable hot ships and the indemnity required to fly at Old Sarum has now been settled at half a million pounds.

Last season was another record year (the most launches since 1973) with a satisfying number of members rejoining and a good influx of new ones.

C.A.W.

**ENSTONE EAGLES (Enstone Airfield)**

The rather poor start to the season has affected the leak in the clubhouse roof as much as the gliding! A couple of good soaring days, however, enabled Geoff Haig to gain

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**HOLMFIELD RD., BUXTON, DERBYS.**

Silver height and Nigel Cotterrell both Bronze legs in one day, the second on his first flight in our Skylark 3.

The private owner fleet is again expanding with the arrival of a K-6E, Libelle and Cobra. The clubhouse is being painted in readiness for the Regionals in August and we are well over half booked for the event.

G.D.

**ESSEX (North Weald)**

We now have a long term lease from the local council who are the new owners, but while this is good they want to make the site more of a sports and leisure centre which will at times restrict our operations. We will be sharing with parascenders, model aircraft, car trials and footballers, so keep a good lookout when flying in. The large pylons to the east have been replaced by lower and smaller pylons nearer to the site.

We closed on May 28 and 29 for an air display and couldn't fly the previous week.

To encourage members' children and other young people we have introduced a sponsored youth scheme with 20 places open to youths up to 18 years who are in full time occupation and have been sponsored by a club member.

We still have no hangar since the fire but talks are going on with the council and others to try and resolve the problem. The courses and flying evenings are continuing.

M.R.T.

**ESSEX & SUFFOLK (Hadleigh)**

"Baling out" has meant puddles on the runway being emptied by buckets with a human chain to allow flying to continue this summer. The weather restricted the May task week to local soaring and the only pilots who attempted a task landed locally.

Mervin, Zip and Tony Brown have soloed and Chris Pollard flew Silver distance.

Much interest has been taken in the experiments by Ralph and Mike to motorise their K-6CR. The club, too, has a sparkling K-6CR in the fleet, sought, bought, given a C of A and flown all in a couple of days (thanks to families Wilby, Gilder and Brooker).

As hosts of the Inter-Club League we had two no-contest days but a great party. The second contest at Tibenham proved our performance could only improve.

Help from the Sports Council may progress our purchase of a K-21 (see photo).

R.C.A.

**HAMBLETONS (RAF Dishforth)**

Among the rainy days we have had some good ones, with a number of tasks flown by Pete Reading (almost 500km), Keith Taylor and Henry Pantin. Roger Burghall flew 300km but unfortunately not round his intended TP.

Congratulations to all conversions; Bronze and Silver legs too numerous to mention; to Harry Birch for completing his Bronze; Tor Taverner for his Silver and Henry Pantin for the successful completion of his instructors' course.

Our thanks to Dick Parker for his work as CFI and good wishes to his successor, Paul Whitehead.

J.P.

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*Peter Smart and Colin Smith try out the K-21 demonstrator for the Essex & Suffolk GC.*

**HEREFORDSHIRE (Shobdon Airfield)**

The poor weather has hampered us, causing the cancellation of the May open day. However we have tackled outstanding jobs and our thanks to the volunteers, especially Ken Martin.

Our Blanik had a winter overhaul and was back for the first course on June 1. We are in an advanced stage of developing our reverse-pulley autotow on our active airfield. This has been achieved by close liaison between all three Aero Sports Centre clubs. We expect launch heights in excess of 1200ft *via* a 5000ft runway, a Jaguar XJ6 and 3500ft of Parafil. Launches will obviously be a lot cheaper than an aerotow.

Mr Cramer has re-soloed after a 2½yr layoff; Geoff Harris and John France are taking their Pilatus to Coventry for a lead and follow course and the Wulf and Greatrex Glasflügel 304 has made its annual pilgrimage to Germany.

Our third task weekend is August 13-14 when visitors are welcome.

B.J.H.

**INKPEN (Thruxton)**

Our big event is the Fly for Fun week from June 13-18 when several visiting gliders will give members experience of flying different types. On the Saturday we hope to set a record with a maximum launch effort, flying from 6am until dusk, and on the Sunday will have a barbecue and disco.

Congratulations to Bill Murray on passing his instructors' course. We are hosting a BGA instructors' training course from August 21-28.

We are enjoying the extended loan of a winch and members can practise winch techniques on Wednesday and Saturday evenings.

The jumble sale in April gave us a clear profit of £152.

T.D.

**KENT (Challock)**

Bad weather hampered John Williamson's soaring course in April but the week was thoroughly enjoyable and the lectures extremely useful. The weather was also disappointing for most of our Bank Holiday open weekend at the beginning of May but there were three durations on the Monday. The air experience flights boosted club funds and our thanks to the organiser Alan Garside.

Congratulations to Roger Ellis, Dave Langley and G. Mills on going solo; to Dave Beams on completing his Bronze C and to Julia Williams, Dave Moorman, Anne Johnson and Dave Beams on their durations.

Our thanks to Gina Kemp, Jean and her staff for organising our birthday party in May.

Our CFI, Glyn Richards, is retiring at the end of the course season and we thank him for his work over the 3½yrs. John Hoye will take over.

J.B.

**LAKES (Walney Airfield)**

Peter Redshaw has taken over as chairman from Ron Hawkes.

John Taylor flew his five hours on Black Coombe and Ray Jackson (Astir) achieved a 130km O/R to Ingleton.

The winch has been given a 3.5 litre automatic Rover V8 engine. We have been to Husbands Bosworth for our Whit week safari.

E.K.

**LONDON (Dunstable)**

Atrocious weather early in the season curtailed our flying quite considerably as our undersubscribed club ladder shows. The task week managed three competition days during the second week of May despite a waterlogged field, not to mention sky. John Cardiff won the Open Class (of course) and one of John Willy's cross-country course pilots won the Standard Class in a Kestrel! John also won the 15 Metre Nationals at Booker; Dunstable pilots are always pleased to show Bookerites how to do it.

Course bookings are well up and we have acquired a fourth K-21 to cope with the high level of two-seater utilisation.

We believe we won the first round of the Inter-Club League at Hus Bos but will delay crowing till we get confirmation and/or win the series.

D.S.

**MENDIP (Weston-Super-Mare)**
At the AGM in May the following were presented with awards: Ray Snelling (best effort for the club), Clive Bailey (best *ab-initio)*, Trevor Bailey (best height gain) and Ron Perry (furthest outlanding).

The dinner-dance was a resounding success. We have summer expeditions planned, including to North Hill which everyone particularly enjoys.

Clive Bailey narrowly missed gaining his Silver C in one flight, just failing on his height. Bob Sheffield successfully completed his instructors' course; we welcome a new Cirrus syndicate and positive steps have been taken to get a mobile winch up to the Halesland ATC site on the Mendips to get the benefit of this hill site later in the year.

T.B.

**MIDLAND (Long Mynd)**
What can we possibly say about the last three months? We have only had about three reasonable cross-country days since Easter. Our open days at the beginning of May were almost a total wash-out, and some of our courses have had less than one day's flying. The cross-country course run by John Williamson was, as always, an interesting week for the participants, but they did have more practice on the computer final glide game than on the real stuff. However, our perennial water shortage is, for the moment, not troubling us.

Our evening flying parties, which started mid-May, have been a little luckier with the weather and we are well booked up.

Bernard Jones, Steve Skillicorn and Claire Peters have soloed, Piers Tremlett has completed his Bronze C and Paul Fowler has a Silver height.

The Pegasus demonstrator spent a weekend at the Mynd in April and the many who flew it were favourably impressed.

D.M.K.

**NEWCASTLE & TEESSIDE (Carlton Moor)**
Due to low numbers this year we combined the AGM with the presentation dinner. Trophies were presented by our chairman, Mark Stokeld, as follows: Cringle cup, Bob Cassidy; Alan Pratt trophy, Ken Cutty and the rose bowl, Dave Ward, CFI. Many thanks to Bill Irwin for his services as secretary over the past years.

The toilet block has been completed and storm damage to the hangar and gliders was repaired in time for the Easter course run by Brian Richmond, when 170 launches gave over 60hrs flying.

Congratulations to Dave Rance on going solo in the K-7; to Jed Terry (K-6E) on his Silver distance and to Alan Henderson for his Diamond height at Aboyne.

We are making improvements to the road and site and hope it will encourage new members up the hill to the club.

D.W.

**NORFOLK (Tibenham Airfield)**
We are pleased to announce that we are hosting the 1984 BGA Conference weekend in Norwich during March. This will mark our 25th anniversary.

Recent notable flights include a cloud climb to nearly 10 000ft by Charles Owles. British Telecom are sponsoring one of our pilots for the Booker Regionals in July.

N.F.S.

**NORTH WALES (Pen-y-Parc, Nr Holywell)**
The rain has meant a slow start to the season and the bad weather continued to frustrate us during our annual camp at Sutton Bank, though we thank the club for their hospitality. Some members are consoling themselves by forming a M100 syndicate.

For the first time we have mid-week flying during the summer with a club week and open weekend planned.

J.B.N.

**OUSE (Rufforth Airfield)**
Following a bright start to the season we are still waiting for cross-country conditions. We have a flying week following the Spring Bank Holiday, ending with a barbecue.

Evening flying has started for groups and launching is very efficient with our new winch. Congratulations to Karen Davies and George Broadhead on going solo.

S.R.L.

**OXFORD (Weston on the Green)**
The new scheme mentioned in the last issue, p133, is still working well and we are continuing to fly in all winds.

An expedition to Talgarth was well supported with five gliders and seven pilots — and even in **this** May, they achieved some long and exhilarating flights. The soaring week at Enstone was not so lucky with the weather but some five members became competent for aerotows, a facility we do not have.

Congratulations to Neil Toogood for his 50km to Lasham; to John Gordon for his two Silver legs on his trip to Twinwood Farm (pity he missed the third by seven minutes) and to Richard Hall on becoming CFI.

A.B.

**RATTLESDEN (Rattlesden Airfield)**
The BGA April task week with Ken Stewart, helped by Lionel Sole, started with poor weather, even 3in of snow, but one superb day gave Dick Histed (K-6CR) Silver distance and duration and Paul Hanover (K-6CR) and Dave Johnson (K-8) Silver distances.

We are now in the Inter-Club League (East Anglia) and in second place thanks to a 4½hr flight at Tibenham by Colin Hitchman, CFI, in a K-6CR and a 56km by Brian Griffiths (K-8).

A membership drive, with local press advertising, brought over 20 potential members during the first weekend.

R.W.

**ROYAL AIRCRAFT ESTABLISHMENT (Farnborough)**
One of the K-8s has been replaced by an Astir Jeans which joins the K-7, K-8, K-13 and Sport Vega. The syndicate front is also changing with the Atkinson/Cowderoy/Newbery Phoebus (640) being replaced with a Pegasus, the Chatfield/Fiddes/Gibson/Newton Skylark 2 (Midas) upgraded to another Phoebus (717) and a new syndicate of Fox/Sanders/Williams gaining a Std Cirrus (724).

Congratulations to Steve Ball, Andy Beveridge, Phil Brown, Malcolm Gresty and Alan Samuel on going solo. Malcolm and Steve have converted to the K-8 and gained both Bronze legs. Trevor Hills has become an assistant Cat and Maurice Tigwell is a BGA inspector.

The K-13 (199) has been recovered and given a major overhaul. This and most of the other C's of A are by John Knowles and helpers.

The Bronze C course, led by John Stone, CFI, is on weekday evenings. Our thanks to Daphne Knowles, who retired after many years as membership secretary, together with Jill Atkinson, Chris Gibson and Pete Williams for their invaluable service on the committee.

C.J.F.

**SCOTTISH GLIDING UNION (Portmoak Airfield)**
Rumour has it we are finished but we are very much alive and well.

Our new winch is undergoing its acceptance trials. We still operate two Super Cubs and have a resident tug pilot, Alistair Wilson. With two winches and the tugs there is no lack of ability to get gliders into the air. Soaring conditions at Portmoak are as good as ever and always will be.

Our bedroom accommodation has been given a facelift and all rooms have divans, new chairs, carpeting and a new form of central heating. The dining room is presently receiving comprehensive treatment and the meals service is in the hands of some very pleasant staff.

J.H.

**SHALBOURNE SOARING GROUP (Nr Hungerford)**
With the weather curtailing flying, C's of A on club aircraft have proceeded at an astonishing rate. Our oldest K-7 fuselage has been almost completely recovered and in its smart red and white livery it matches the other K-7. Our thanks to John Dabill, CFI, and Richard Swallow as well as to the inspectors, Ken Mackley and Jim Mace.

Our chairman, Don Scarfe, announced his retirement at the AGM and handed over to Richard Swallow. Our grateful thanks to Don who has been our chairman since our "birth" and his experience has been invaluable. The AGM was followed by a delicious curry supper, courtesy of John Spencer.

We had a mini handicapped competition at the end of May and the tasks encouraged those of us who normally just fly locally to venture cross-country. Congratulations on winning to Geoff Nicholls; also to Ken Porter on Silver distance; to Miranda Gladstone and Carol Pike on gaining both Bronze legs and to Mark Flower on going solo.

J.S.

**SOUTH WALES (Usk)**
Stan Armstrong went solo at the age of 57 and Jonathan Towill has his Bronze C, but for most of the spring we have been grounded by rain and mud. The field has had little chance to dry.

We played host to the Rockpolishers and produced about 2hrs of soarable weather. The home team came second.

Ken Stewart brought the BGA Twin Astir for a cross-country course. The weather got a bit better and we learned how to get a gaggle going and how to go on a retrieve. The coach's trailer was delivered to his field minus

keys and John Bridges' trailer broke over the axle with Jantar 245 inside. Investigation revealed an undamaged sailplane but some very optimistic joinery.

P.F.

**STAFFORDSHIRE (Morridge)**
Despite poor spring weather, Mike Golder managed Silver distance on April 9. The course week at the end of May had some interesting hill lift, thermals and wave on every day. The winds blew every way but westerly, giving the course members a chance of operating from those parts of our 214 moorland acres rarely reached.

Wednesday evening air experience flying restarted at the beginning of April and are booked up until the end of August. On one of these evenings we arrived to find our airfield littered with helicopters including Land Rover carrying Chinooks which left 10in furrows across our westerly launch area. A field kitchen occupied our westerly launch area. As we had received neither request or notice of this, we were not amused.

B.G.

**STRATFORD ON AVON (Long Marston Airfield)**
Despite poor weather, members have made some notable achievements. Cliff March (Cirrus) gained Diamond height at Aboyne with 20 700ft but sadly Derek Phillips missed his by 300ft.

Congratulations to Pat Owencroft on going solo, to Stan Macdonald and Ian Taylor on their Bronze Cs and to Maureen Leonard on her duration.

Many members have flown in the K-21 we hired from Lasham. Our thanks to those who worked hard to fully book our air experience evenings.

M.M.

**STRUBBY (Strubby Airfield)**
We go from strength to strength and there was a feeling of optimism at the AGM in March. An Auster tug is to supplement our hard worked winch.

We have converted the old wartime control tower into a clubroom, bar, dormitories for men and women and a dining room in preparation for the courses.

Being close to a number of holiday resorts and a large caravan site we have a number of requests for air experience flights which boosts club funds and enables us to keep our subscription and flying costs low.

Visitors by air or road are always welcome and although we only fly at weekends and on Wednesdays, there is always someone on site.

G.McD.

**SURREY & HANTS (Lasham Airfield)**
The season up to late May has been disastrous for cross-country flying and even Alan Pumell's Nimbus 3 has only collected one 300km flight. An expedition to Vinon resulted in only average weather but enjoyable flying for Denis and Joan Powell, John Taylor, George Metcalfe and Jane Watson.

High spot of the season so far was Chris Starkey's creditable performance in the 15 Metre Nationals, taking the club's Ventus, 313, to joint second place. Hopefully this will inspire good performances in the joint Nationals/Regionals at Lasham in late July with four club gliders in contention.

R.P.R.

**SWINDON (South Marston)**
A sudden heavy shower of glass ships, one afternoon in May, turned out to be 28 Nationals pilots falling to earth on our second runway with three more a couple of fields away. (See Nationals report, p164.)

South Marston has never seen so many gliders at one time and we had visions of a dramatic increase in membership. Minor miracles were worked by Jeannette Martin in the kitchen and Mary Blunt in the bar to feed and water the visitors. Congratulations also to Mary on going solo.

A replacement Blanik brings the club fleet back to full strength of a K-13, Blanik, K-18 and Astir CS. Another newcomer is a recently refurbished Rallye tug, though our primary means of launch remains the trusty towcar.

P.M.

**TRENT VALLEY (Kirton in Lindsey)**
Our relations with our Army neighbours continue to improve and we are glad that the camp CO, Ian Johnstone, is learning to fly with us. The Army now have a parascending club at Kirton Airfield but good liaison between us has ironed out most of the problems of sharing the site. Visiting pilots should note that when there is parascending a large orange dayglo square is laid on the field and they should keep a particularly good look-out when in the circuit.

Bob Baines, Pete Housley and Bob Kmita did exceptionally well in the Inter-Club League at Camphill, comfortably winning the day on June 4. Congratulations to John Cook on completing his instructors' course at Lasham; to Nigel Groom and Alan Harriman on going solo and to Andy Hobbins and John Eastwood on gaining their Bronze Cs.

We have at least seven members flying in the Northerns and have two new syndicate gliders on site, a Cirrus and a Skylark 3F.

R.H.

**ULSTER (Ballarena)**
Alan Sands returned in May from Pennsylvania claiming a new British national record for a 300km O/R. He arrived back at Ridge Soaring less than two hours after setting out in a Kestrel 19 for his high-speed Appalachian wave/ridge running flight at an average of 153km/hr.

A snowstorm frustrated his attempt to break the 1000.88km national distance record by William Malpas which he exactly equalled last year. It forced him down after 930km of a 1060km O/R on the same day as Tom Knauff set a new world distance record of 1647km. (See p150.)

At home the nine-day Easter camp kicked off the thermal cross-country season well, both UGC and Dublin wooden pundits putting the glass-fibre plods to shame. In all we flew almost 1400km cross-country in April, against 1600km for all of last year. The tempo slowed somewhat during a damp day.

During the Easter camp Alan McKillen completed his Silver C with a Skylark 2 cross-country, followed three weeks later by Harry Boyle in a K-6CR.

The clubhouse becomes more cosy week by week, having been painted largely by Maire McKillen and now filling with furnishings begged, borrowed or otherwise acquired. It came into use at Easter, initially without a stick of furniture.

For the first time this year we are running summer weekday courses in July and August and were completely booked by early June.

The long-awaited DG-400 15/17-metre self-launcher, the first in the UK, arrived in May after being collected by its three owners from Germany and type certificated at Lasham on the way home. It is relatively quiet, has a sprightly rate of climb and is beautifully engineered.

Another new arrival is a Libelle, which replaces a now departed K-6CR as yet another syndicate has traded up. Jeremy Bryson is restoring the Blanik last flown by the now defunct Kerry club. It will raise to four the number of two-seaters on the site. From T-21 to Twin Astir the collection more or less tells the whole story of two-seater development since 1945.

R.R.R.

**WELLAND (Middleton)**
Wet weather and a flooded field has severely limited our activities so far. A proposed visit by two pilots in a SF-25E from Velbert has been postponed twice. Our second runway has been used twice this year. The Specht has been repainted.

Our chairman, Ray Clarke, is making good progress after his two operations and we welcomed Alan Bushnell back after a stretch in hospital.

R.H.S.

# SERVICE NEWS

**BANNERDOWN (RAF Hullavington)**
The recent good weather has resulted in a lot of cross-countries and an ever-increasing launch rate. Pat Rowney, CFI, has gone solo in the Motor Falke. Phil Hutchings, one of our founder members, has re-soloed after several years away from gliding.

Ray Brownrigg, whose father (also Ray) is our DCFI, soloed shortly after his 16th birthday and the twins, Alan and Stewart Russell, have also gone solo, Stewart already gaining his first Bronze leg.

Paul Mason, Sean Kay, Nick Beesley, Phil Kitchen and Marilyn Kay all have a Bronze leg and Simon Bawden has both. "Noddy" Williams, Pat Payne, Gp Capt Mears and Vanessa Davies have their Bronze Cs and John Joiner has flown Silver distance.

V.R.D.

**BICESTER (RAFGSA Centre)**
The competition training week and Comp Kitty were both hampered by poor weather. However, the latter was successful in raising a healthy sum for the British team fund. The winner, Bill Tootell, actually completed the task and our thanks to Enstone for receiving the majority of

the competitors who made worthy attempts to get round.

However, despite the wet spring weather, the UK two-seater 200km triangle record was broken by AVM John Brownlow and Ian Fraser in the Janus C. Well done also to Samantha Nattrass, Martin Richardson and Wendy Willis-Fleming on going solo and to "Rocket" for gaining two Bronze legs. Our belated congratulations to John Nelson on becoming an instructor earlier this year.

Pete Abbey has flown his home-built Currie Wot aircraft and the Nimbus 3 has been delivered to the USA for the World Championships. We wish the British team the best of luck.

S.H. & J.H.

**CLEVELANDS (RAF Dishforth)**

Ben Benoist's 500km O/R to Dunstable has earned him his Diamond distance and a claim on a UK record. Bob Scwarb, Mark Ashford and Richard Manor have gone solo.

The advanced soaring course was successful, despite the weather, and our thanks to Ouse GC for the use of Rufforth Airfield. Our thanks also to Dick Parker for his stint as CFI. Paul Whitehead takes over.

P.W.

**CRANWELL (RAFGSA)**

Chris Terry recently flew a 300km triangle for Diamond goal and Gold distance. Doug Ramsay also flew a 300km triangle on the same day and Martin Bedford completed his Silver C with the height and duration legs.

We are losing John Shackell and Graham Berridge and welcome Norman Quirke.

We are planning a country and western evening and a barbecue on August 20 when we are hosting a British Women's Pilots' Association gliding weekend.

G.A.B.

**FENLAND (RAF Marham)**

In spring we had expeditions to Portmoak, Aboyne and the Long Mynd, Portmoak being the most successful with a Diamond height for Bob Jones who reached 17 000ft and a Gold height for John Trubridge. Jim Brayford also flew 50km from Portmoak to complete his Silver C.

Four of our budding K-8 pilots, Andy Rose, Sam Evans, Julie Hunt and Pat Heady, have their Bronze legs and Pete Kelly has completed his Bronze C. John Trubridge has become an instructor; Al Skipper gained his five hours to finish his Silver C and Steve Girt has gone solo.

Our K-13, R86, has been recovered and looks resplendent in its new livery, thanks to the hard work of Al Raffan, Al Skipper and helpers. Also one of our Wild winches has a new engine, double the size of the old one.

We say goodbye to Larry Lercroy and Al Skipper, who have returned to the USA.

S.L.

**KESTREL (RAF Odiham)**

Charles Bickers accumulated a considerable amount of flying whilst waiting for his 16th birthday on May 21 when he went solo with his father, Bob, flying the tug. Congratulations also on going solo to Paul Ross-Smith.

Adrian Gardiner, Geoff Seaman, Nick Keevil-Pitt and Charles Bickers have Bronze legs; Ian Seabrook flew Silver distance and is claiming his height and Nigel Reineck has his duration.

Mark Sapirstein completed his Silver C and gained Gold distance and Diamond goal during one week in Australia. David Bowsher has his assistant instructor rating.

We will be well represented at the Inter-Services Regionals by Peter Riche. "Russ" Russell, "Joss" Oswald, Bob Bickers and Pete Andrews. We welcome back "Taff" Williams after his spell in Cornwall.

P.W.A.

**PHOENIX (RAF Brüggen)**

We warmly welcome Tony Clarke from Bannerdown and Ian Smith from Chilterns as CFI and DCFI respectively, also John Marriott from Coningsby and Dave Stewart from Fulmar. John has quickly gone from an assistant Cat to a full Cat.

Towards the end of 1982 John Norman took several pilots to the ridge at Bisberode and returned with several durations and a Silver height. A possible Phoenix first was John and Bernie Gee (father and son) gaining their five hours at the same time. Our early expedition to Aosta was marred by weather befitting to the beaches of the Mediterranean.

New solo pilots include Tom Wilson, Martyn James, Garry Wolton and Pat Farraday, Pat fresh from the South Atlantic. We are losing Chris Jobling to the Salford Tech and a very hard working Peter Atkinson to Marham.

At the time of writing, we are wallowing in the usual "Wetmold" mud. We hope to move into our new clubhouse later this year.

A.F.M.D.

**WYVERN (RAF Upavon)**

Without doubt our most notable achievement in recent times was on April 9 when Roy Gaunt stumbled to Oundle, Whitchurch and back for Diamond distance (523km) in his recently acquired Kestrel 19. This is particularly deserved in view of his many years in gliding.

Congratulations to Gerry Sturgess on becoming a BGA senior inspector; to "DC" De Clancy on Silver distance; to Sharon Ashcroft on converting to the K-8; to Peter Howarth, Edwina Bonser, Mike Carroll, John Ashcroft and Steve Welsh on converting to the Astir and to Tony Hiscock on becoming an assistant instructor.

The K-6CR has been sold and the new LS-4 has taken to the air after much fettling. A successful cross-country course led by Magpie was held at Easter and followed by two *ab-initio* courses.

Howard Jarvis has been appointed vice-chairman of the Army Gliding Association and has handed over as club chairman to John Hawkins.

We are trying to develop a simple to operate retrieve winch system so Roy Gaunt, our winchmaster, will welcome all bright ideas and techniques, particularly on automatic braking systems.

J.R.H.


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**OXYGEN EQUIPMENT**

The Air Apparatus & Valve A.I.R. 24 series oxygen equipment for gliders, comprising a control head and 680-litre oxygen cylinder, is now available for self installation. With all the in-flight oxygen controls situated in the one position, this control head has been developed from the Company's highly successful Domiciliary oxygen unit to Drug Tariff Specification 01B.

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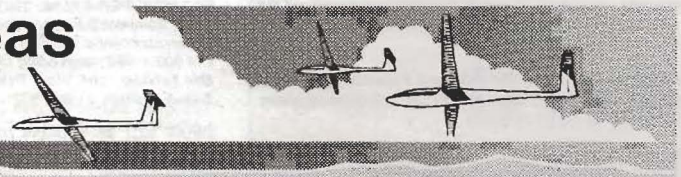
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# Overseas News



**The first 1000km** triangle in the Alps has at last been achieved. On April 13, 1983, Frederico Blatter, three times Swiss Champion, flew a 1016km triangle from Valbrembo (near Bergamo, Italy), with TPs in Austria (Obervellach near Lienz) and Switzerland (La Thuile, Little St Bernard). The flight, in a Nimbus 3, took place in a NW Föhn. The tactics used were more reminiscent of Allegheny ridge-running than of conventional Alpine soaring. Blatter does not consider high-altitude wave-soaring to be of much help in flying long tasks. Apart from the risks of waterballast freezing, the reduced VNE at high altitudes limits the average speeds that can be achieved.

**Max Müller,** a Swiss pilot who started gliding in his 50s, has just gained his third Diamond at the age of 67.

**August Hug,** pioneer of gliding in Switzerland, designer of the famous Spyr glider and holder of the Lilienthal medal, died on March 30 aged 89.

**The Windex 1100,** an ultra-light motor glider is being developed in Sweden by Sven-Olof Ridder. A single-seater, with an 11m span, it has a 22hp two-stroke engine mounted in the fin, driving a 1m diameter propeller. The empty weight is 85kg (extensive use of Kevlar) and the payload is 100kg. The Windex will be sold in kit form.

**International Oldtimer Meeting.** The Soaring Club "Wolf-Hirth" is organising a meeting of old aeroplanes of all types, powered aircraft and gliders, at Hahnweide Airfield from September 3-4. For further details, contact Klaus Lässing, Markstr 45, D-7312 Kirchheim-Teck, W. Germany.

**The *Coupe d'Europe*** for two-seaters will be held at Poitiers (France) from August 1-31.

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

---

**The 6th Trans-European Rallye** finished on June 11. Competitors were held up in Germany by bad weather, and no one reached the goal (Angers). Most finished in Spain, the route having crossed the Pyrenees for the first time.

**The 1984 European Championships** are likely to be held at Vinon in the French Alps, if the case submitted by the French Aero Club is accepted by the CIVV.

**Red noses optional.** New German regulations have abolished the need for white gliders to have red noses and wingtips, as long as they are only flown between sunrise and sunset . . .

**A new Spanish site** has now opened which will accept foreign visitors. Campolara (100km NW of Madrid) has gliders available for hire (Blanik, IS-28, K-8, SF-27, Cirrus, IS-29, LS-3a). A tow to 500m costs about £8 and the hire of a Cirrus for one day about £33.

**Max Kegel,** the Wasserkuppe pioneer who demonstrated by his flight in a storm-cloud on August 12, 1926 that soaring was possible away from ridges, has died in Kassel at the age of 88.

**Hahnweide.** Britain has no monopoly of poor weather. The International Hahnweide Contest from May 7-15 managed only two contest days. Even on those days there were many outlandings, despite tasks of modest length.

# classified section

**Advertisements, with remittance, should be sent to Cheiron Press Ltd, 7 Amersham Hill, High Wycombe, Bucks. Tel 0494 442423. Rate 30p a word. Minimum £6.00. Box numbers £2.40 extra. Replies to box numbers should be sent to the same address, the closing date for classified advertisements for the October-November issue is September 6, a.m.**

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**Late News — World Gliding Championships**

George Lee lost his exceptional dominance of the Open Class at Hobbs, New Mexico with the title he has held for the last three Championships going to Ingo Renner of Australia. Bruno Gantenbrink (W. Germany) was second and François Henry (France) third after 12 competition days. Bernard Fitchett came ninth and George tenth.

Kees Musters (Holland) won the 15 Metre Class with Karl Striedieck (USA) second and Laurens Jan Goudriaan (S. Africa) third. Martyn Wells, the last minute replacement when John Delafield was taken ill, was 26th.

Stig Oye (Denmark) is the Standard Class Champion with Tom Beltz (USA) second and John Buchanan (Australia) third. Andy Davis came 21st.

George and Martyn both won days, George completing a 522km triangle at an impressive 179.2km/h.

A full report by Ann Welch will be in the next issue.

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CLUB LOG FOR 1982/83

| | | | |
|---|---|---|---|
| APR | 21,000 ft | NOV | 22,000 ft |
| MAY | 17,000 ft | DEC | 14,000 ft |
| JUN } mostly thermals and Ridge | | JAN | 31,000 ft |
| JUL } | | FEB | Skiing |
| AUG | 17,000 ft | MAR | 31,000 ft |
| SEP | 29,500 ft | APR | 27,000 ft |
| OCT | 21,000 ft | | |

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