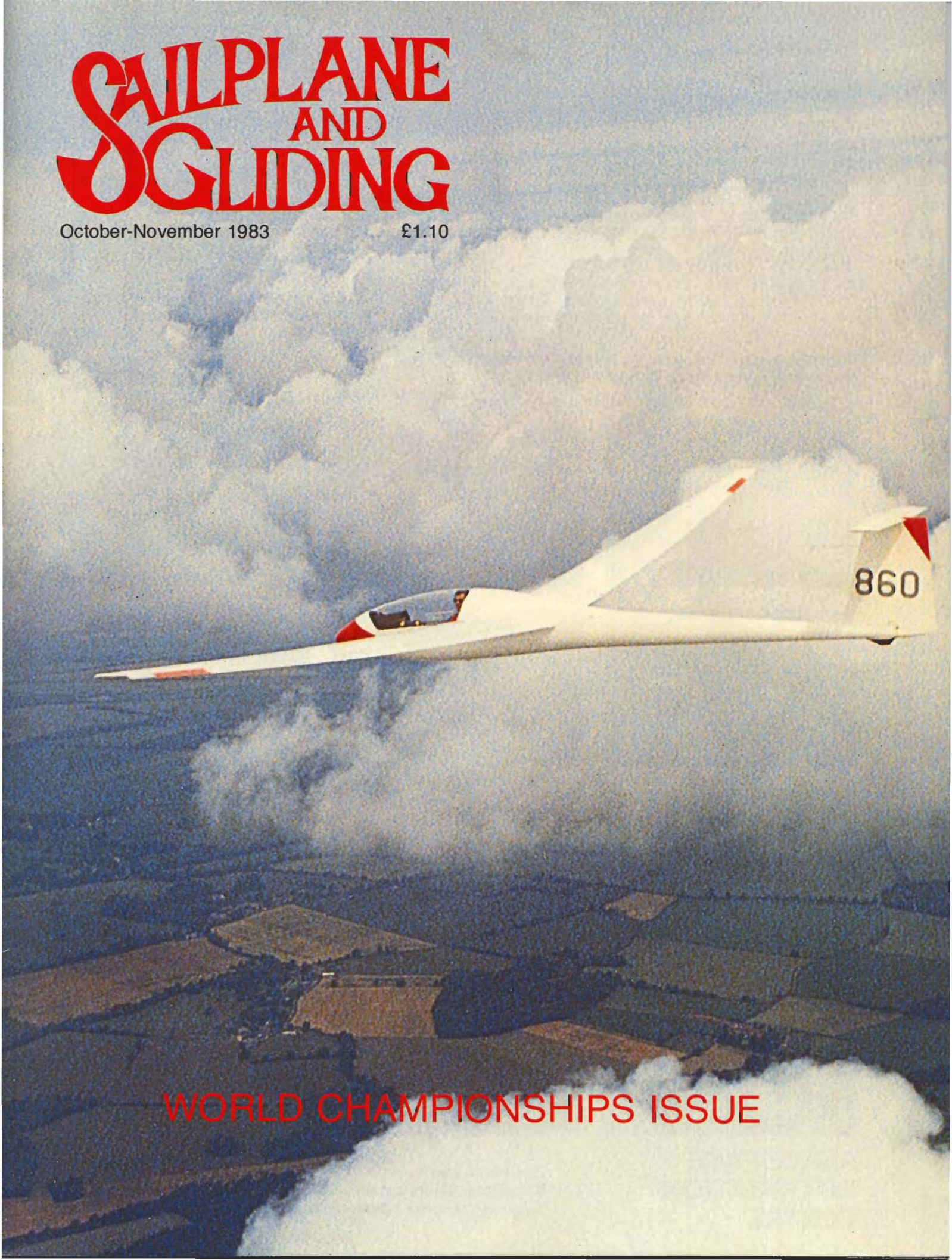
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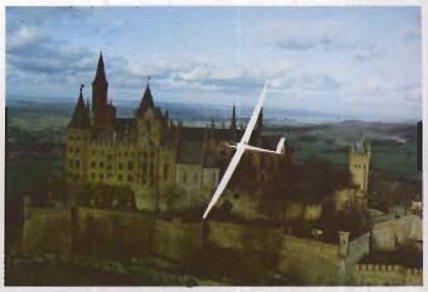
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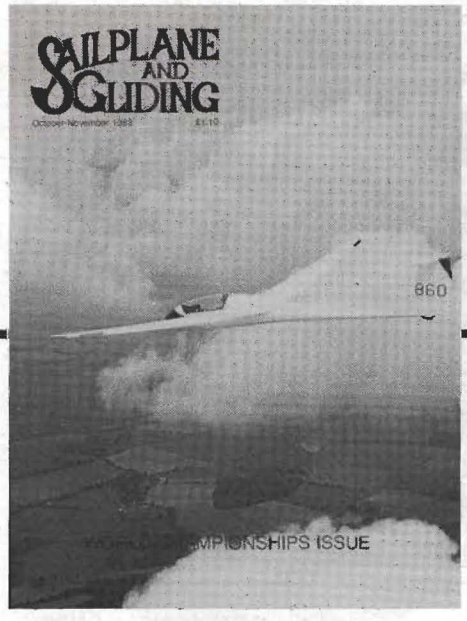
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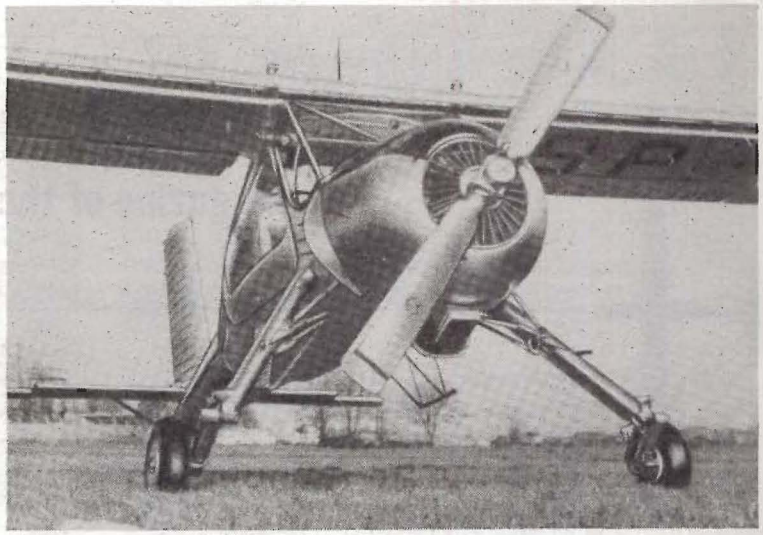
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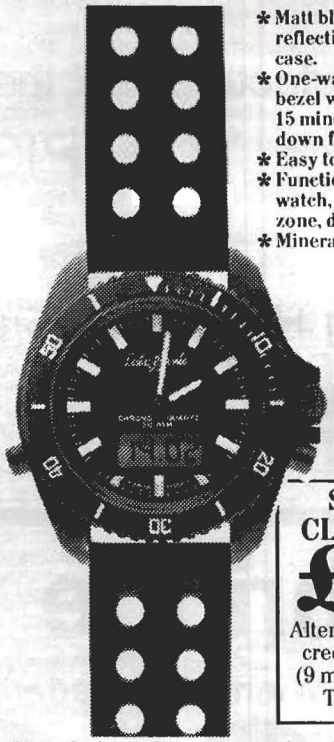
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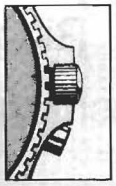
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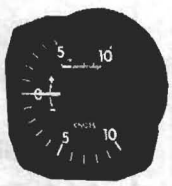
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WORLD SOARING AT HOBBS

ANN WELCH reports on the 18th World Gliding Championships held at Hobbs, New Mexico, USA, from June 27-July 10

THE PRACTICE

Departing from one of the coldest, wettest, and windiest springs for many years the British team came to the heat of Odessa to practise. All went well with Bernard able to fly about 30 hours in ten days — a great improvement on the 30min he had achieved in England during the previous months. Sadly, John Delafield developed a mild heart condition and withdrew, though offered to stay and help the team; but funds did not permit this. After some hectic telephoning and great co-operation from British Caledonian in sorting out tickets Martyn Wells, first reserve, arrived from home to join the team. On June 21 everyone moved over the New Mexican border to Hobbs, parking the trailers in a mile-long line on one side of the 8800 x 550ft concrete runway of this WWII B-17 airfield; known as the ramp.

Because of the short time available following the cancellation of the Championships in Argentina, the organisers, under director Hal Lattimore, still had much to do, particularly concerning briefing presentation, but with typical enthusiasm had managed to overcome many of the shortcomings by the end of the practice period. One headache was provided by the competitors themselves — the never-ending pursuit of carrying more waterballast; now through making some modification by which the glider could have its all-up weight upgraded; including by applying for a US Experimental category. This weight problem was only just solved after several hitches, including the erratic behaviour of the electronic scales, by the start of the contests. A list of weights was published and gliders check-weighed as they came to the grid. If found overweight the pilot had to drop the excess water, but if light he could do nothing about it as no refill water was allowed on the ramp; any container larger than a bottle of drinking water could mean disqualification.

Evening thunderstorms

For the first two practice days briefing was at noon and followed by short difficult triangles of 262km. With cloudbase at 10 000ft amsl those ready and willing to fly found it more pleasant than working in the 109°F warmth on the ground. As usual the weather was pronounced "non-typical Hobbs", brewing itself into evening thunderstorms so that the first barbecue in the open-sided tent was held on a flooded floor. The second day, with TPs at Andrews and Maljamar, began with cumulus and, as the moist air moved in, very large cu-nims which arrived at the same time as some of the finishers. In the Open Class François Henry (France), World Champion from 1965, turned in a speed of 162km/h in his Nimbus 3, with Bernard Fitchett fourth with 143.52. George Lee did not appear on the results list as Registration had not passed his papers to the scoring office. Daan Paré (Holland) topped the 15 Metre Class at 144.73km/h, but for the same reason as George, Andy Davis did not feature, which was annoying for him as he had made a fast time. The results on this day were very provisional as neither start or TP photographs had been checked, and some pilots had turned short to avoid the storms.

These first days were also used to check the operation of the ground clock, which had been hurriedly developed from the Rieti system of Pier-Luigi Duranti to replace the traditional startline (see p205). This was found to work even better than hoped with some pilots turning in excellently clear photographs from as high as 11 000ft. Later, during the contest, good pictures were being taken from as high as 16 000ft, resulting in some fantastic average speeds; over 100kt being exceeded by 12 pilots.

On the 3rd practice day, June 23, two triangles were given to be flown on a more formal basis: 388.9km for the 15M and Open, and 304.4 for the Standard, both to the north. Thunderstorms were forecast for midday but did not materialise, the afternoon sky being filled with beautiful but soft, moist air cumulus with bases of 11 000ft to the north and between 8



and 9000ft nearer Hobbs. Most completed the tasks although several crossed the wrong finish line. Moffat was the only pilot flying with winglets; he says he has five varieties, and he also has a mercury trim. This consists of 35lb of mercury which can be shifted between the nose and tail, bringing the C of G aft to 42%. Operation is by single movement of a lever which requires considerable strength.

The top of the Open Class on this day gave clear evidence of the battle to come, with Ingo Renner (Australia) fastest at 145.6km/h, Bruno Gantenbrink (W. Germany) at 143.2, and George Lee at 140.5 over the 388.9 mile (625.7km) triangle. Close behind were Goran Ax (Sweden), Fitchett (GB) and George Moffat (USA) with 2min between them. Kees Musters (Holland) and Australian newcomer Bruce Brockhoff topped the 15M, with Martyn Wells (GB) at 26th, and in the Standard Class Andy Davis (GB) came 14th with a Swedish newcomer, Curt-Olle Ottosson, fastest. Again, these results could give only some idea of comparative performance as some pilots were still not ready to fly.

Tasks for the 4th practice day were triangles of 428km for the 15M and Open and 349 for the little ships, both to the east as a large belt of thunderstorms lay to the west of Hobbs threatening to arrive in the late afternoon. Instead, the sky became overcast with a cool English wind. Nevertheless almost everyone got back, streaming in like jets at Heathrow, but unlike that place produced some aircraft landing in opposite directions when the wind changed! After landing Andy re-filled with water to get his glider weighed, and was 10kg under his permitted Max

of 525kg. With the scales at last achieving reliability and a list of Max weights published the weight controversy slowly came under the control essential before the start; although the organisers were not in the least pleased to be given a telex to say that certain Ventus's could be upgraded to 525kg 15hrs before the final time for changes.

The last practice day was filled with superb cumulus and a flurry of weighing. By noon pilots were taking off on large triangles while team captains were registering the configurations (winglets, weights and tips) in which their gliders would fly throughout the contest. Again, not all pilots flew, including George Lee, preferring to use the time to get absolutely ready — and have a rest as Hobbs 83 is going to be a tough competition. The forecast on this last day put Hobbs in the best weather, this time between big thunderstorms over the mountains to the west and even more of them to the east. Bernard made the fastest time of 158.6km/h followed by Dick Butler (USA) with 151.6. Martyn Wells was 11th in the 15M with Karl Striedieck (USA) first, and Andy Davis 6th in the Standard, won by Baer Selen (Holland). So with this good day the practice week ended.

THE CONTEST

The opening ceremony day was blue thermal and windy, and included a pop group singing "We Love America" and speeches by the governor of New Mexico, Carl Herold, SSA president, and Bill Ivans, president CIVV, who formally opened the Championships. The only sad thing was that only the 109 pilots were included in the parade, because many of the crews had come at considerable expense to themselves to work at this Championships. It was said that this was due to lack of space which somehow didn't seem right looking around at the empty horizon. But the sun shone and all gliders were ready.

Day 1, Monday, June 27

Tasks: Open 460.1km ▲, Post, Jal. 15M 433.2km ▲, Littlefield, Jal. Standard 352.9km ▲, Morton, Andrews.

It was only to be expected in a World Championships that the weather would not conform. The forecast was for a normal thermal day, but instead the sky produced quantities of middle level instability with interesting but strange clouds. The wind was not only strong but from an unusual direction so the gliders, already out on the Standard grid, had to be moved. The Standard Class was taken to the opposite end of the ramp, while the others went to a shorter runway more into the 30kt wind. No one was weighed as temperament had once more overtaken the scales.

It was perhaps as well that the first legs of the tasks were more or less downwind as with the take-off delays and the peculiar weather it was 1500hrs before many pilots took their clock photos and started. There was lift up to 8kt but it was a day that you quickly had to learn to understand; twenty-two of those who did not landed out in the Standard Class. Fastest was Jarmo Forssten (Finland) in his LS-4 at 103.5km/h. Tom Beltz (USA) and Henry Stouffs (Belgium) followed with speeds of less than 100km/h. It was to prove the slowest day of the Championships. Andy Davis landed out. The big ships took off later and only nine of the 19 returned, first being Ingo Renner, Champion from 1976, at 118.8km/h flying a 24.5m span Nimbus 3 at 750kg. George Lee, also in a similar Nimbus, made 6th with 110.7km/h but was just beaten by Moffat in his 25.2m span Nimbus by 1km/h. Bernard Fitchett was one of the majority who outlanded. The task for the 15 Metres followed a different route and they found a massive thunderstorm smothering about a third of their second leg and no one returned to Hobbs. While trailering home they found another one, which was recorded as reaching 66 000ft.

Leading Results

Open				Km/h	Pts
1	Renner	AUS	Nimbus 3	118.8	1000
2	Pettersson	S	Nimbus 3	116.6	984
3	Gantenbrink	D	Nimbus 3	114.3	967
6	Lee	GB	Nimbus 3	110.7	940
12=	Fitchett	GB	Nimbus 3	389km	533

15 Metre				Km	Pts
1	Musters	NL	Ventus A	384.4	1000
2=	Mattano	ARG	ASW-20	362	933
2=	Kuusisto	FIN	ASW-20	362	933
8	Wells	GB	Ventus B	335.7	854

Standard				Km/h	Pts
1	Forssten	FIN	LS-4	103.5	1000
2	Beltz	USA	LS-4A	94.2	920
3	Stouffs	B	LS-4A	93.8	916
38	Davis	GB	LS-4	253.2km	431



Kees Musters (Holland) the 15 Metre Class Champion at the prizegiving with Karl Striedieck (2) on the left next to Laurens Goudriaan (3) in a blazer and Daan Paré (4) on the right.



Above, a happy Open Class Champion, Ingo Renner, before the prizegiving. Below, Stig Oye receives the Standard Class Champion's trophy from Tor Johannessen (facing the camera), vice-president of CIVV, while Tom Beltz (2) looks on. Photos: Ann Welch.



Day 2, Tuesday, June 28

Tasks: Open 438.7km ▲, Pecos, Midland. 15M 375.2km ▲, Pecos, Andrews. Standard 349.9km ▲, Wink, Midland.

It was to everyone's relief that the weather once more became normal, with small cumulus and a less fresh wind. The Open Class, as usual given the largest task and on this day launched first, were pleasantly surprised to discover a shear wave over Hobbs. This gave Ingo Renner 16 000ft. Taking his ground clock photo from this height and well above the cumulus he set off to make the fastest time of 142.8km/h which kept him first overall. Bernard Fitchett, more than anxious to overcome the effect of his Day 1 outlanding, turned in the second fastest time of 137.2, but the consistent Bruno Gantenbrink, at only 3sec slower stayed 2nd overall. George was 6th once more at 132.1km/h. Almost everyone finished instead of being scattered across the landscape, with times that were close; only 3km/h separated the first five finishers in both 15M and Standard classes.

Unlike European Championships most TPs here are airfield runways, and this has given a few headaches when using the photo target system in these Championships. Instead of taking a picture of the TP from a sector, the pilot must be over the TP and photograph a photo target. In principle this is not a great problem, except that the rules for infringements have not been worked over as they have in the FAI rules, and a pilot taking the wrong runway of the photo target airfield, for example, is "landed at the turn point" and does not get many points for the day. This happened to Vergani in the Open Class, dropping him from 15 to 18.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Renner	AUS	Nimbus 3	142.8	1000	1	Renner	AUS	2000
2=	Gantenbrink	D	Nimbus 3	137.2	938	2	Gantenbrink	D	1905
2=	Fitchett	GB	Nimbus 3	137.2	938	3	Pettersson	S	1871
8	Lee	GB	Nimbus 3	132.1	881				
15 Metre				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Gimmey	USA	ASW-20B	125.2	1000	1	Musters	NL	1924
2	Goudriaan	SA	ASW-20	124.9	996	2	Gimmey	USA	1860
3	Brockhoff	AUS	Ventus A	123.7	978	3	Kuusisto	FIN	1854
43	Wells	GB	Ventus B	96.6	557				
Standard				**Km/h**	**Pts**	**Ov'all Pos**			**Pts**
1	Buchanan	AUS	LS-4	114.3	1000	1	Forssten	FIN	1924
2	Beltz	USA	LS-4A	112.1	967	2	Buchanan	AUS	1916
3	Kuittinen	FIN	DG-300	111.9	964	3	Beltz	USA	1887
17	Davis	GB	LS-4	107.2	894				

Day 3, Wednesday, June 29

Tasks: Open 475km ▲, Midland, Snyder. 15M 409.3km ▲, Jal, Big Spring. Standard 377.4km ▲, Midland, Big Spring.

Up to this moment Bernard and George were not doing too badly, in spite of Bernie's outlanding, but the third day produced disaster for them. It began with Bernie landing back with radio trouble and starting late. George also started late because on the forecast this seemed the right thing to do. Cumulus were developing as expected, though just a little late, but he too had poor reception on his radio and did not get any warning of thundery activity on the second leg. Ingo Renner, as usual started early and reached the storm before it properly developed, going through its still-small influence without trouble. Others who were warned started diverting early, although Gantenbrink was down to 400m before finding some weak lift. Alvaro d'Orleans Borbon (Spain) had only a few sprinkles of rain on his Nimbus then later had an averaged climb of 14kt for 6000ft. It was probably this that caused him to miscalculate his final glide and nearly have to land 3km short of the airfield, but very low and with his wheel down he ran into enough lift to get in.

Meanwhile George and Bernard were approaching the storm which was still expanding over the course, but now producing massive sink — and it was doing both fast. George was forced down at little over half the task distance while Bernard managed a few more kilometres. Viitanen also landed out, but these were the only three. It was like being thrown into cold water, made even worse when almost every pilot returned from the Standard and 15 Metre tasks. Andy Davis brought his LS-4 into 1st for the day at 139.7km, just in front of Hans Gloeckl (West Germany), which helped to improve things a bit.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Renner	AUS	Nimbus 3	158.5	1000	1	Renner	AUS	3000
2	Moffat	USA	Nimbus 3	153.0	945	2	Moffat	USA	2780
3	Lherm	F	Nimbus 3	149.6	911	3	Pettersson	S	2736
17	Fitchett	GB	Nimbus 3	291.5km	209				
18	Lee	GB	Nimbus 3	263.6km	185				
15 Metre				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Timmermans	NZ	Ventus B	164.7	1000	1	Musters	NL	2783
2	Rönnestad	N	Ventus B	161.5	965	2	Goudriaan	SA	2763
3	Stephens	NZ	Ventus A	160.2	950	3	Brockhoff	AUS	2731
24	Wells	GB	Ventus B	143.7	766				
Standard				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Davis	GB	LS-4	139.7	1000	1	Beltz	USA	2872
2	Gloeckl	D	LS-4	139.2	993	2	Mozer	USA	2858
3	Ottosson	S	LS-4A	139.1	992	3	Kuittinen	FIN	2773

Day 4, Thursday, June 30

Tasks: Open 522.8km ▲, Hereford, Caprock Station. 15M 476.5km ▲, Wink, Kenna. Standard 458.4km ▲, Andrews, Portales.

This soon developed into a perfect cumulus day after a blue period with considerable gaggling. The southerly wind was fresh, but cloudbase was at 15 000ft and thermals at 10kt. This time George and Bernard got away before Ingo — and got home with world record speeds. George was fastest at 178.1km/h; under three hours for the 522.8km triangle, Gantenbrink was second and Bernard third at 175km/h. Such fantastic speeds were, of course, helped by the high start possible under the new clock system, but even with a traditional startline the TP photo system would not permit the flight to be used for record purposes. This did not worry George; he just said it was the most beautiful day he had ever flown. But although the Brits had no problems on this day, Alf Schubert (Austria), at 62 the oldest pilot here, found himself scored zero. He had completed the task and taken all the photographs — except that he had not. What had happened was that he had failed to wind on the film after the start clock photo, and at the first TP had taken his next picture, but the electronic shutter operation of his cameras gave him no sound or feel as would any "old fashioned" camera. He then wound on, flew to the next TP, and finally finished, but when developed there was, of course, no first TP picture and so he scored no points. From 12 place this dropped him to 39. Director Hal announced July 1 as a rest day, working on the basis of a rest day every fifth day which would prevent July 4 being one — unless the weather failed, which he did not expect.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Lee	GB	Nimbus 3	178.1	1000	1	Renner	AUS	3955
2	Gantenbrink	D	Nimbus 3	176.5	983	2	Moffat	USA	3692
3	Fitchett	GB	Nimbus 3	175.0	967	3	Gantenbrink	D	3627
15 Metre				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Musters	NL	Ventus A	162.4	1000	1	Musters	NL	3783
2	Striedieck	USA	ASW-20B	155.6	925	2	Striedieck	USA	3594
3	Centka	P	Zuni 2	153.7	903	3	Gimmey	USA	3575
13	Wells	GB	Ventus B	148.8	849				
Standard				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Kuittinen	FIN	DG-300	149.5	1000	1	Beltz	USA	3827
2	Buchanan	AUS	LS-4	149.4	999	2	Mozer	USA	3815
3	Oye	DK	LS-4	148.4	987	3	Kuittinen	FIN	3773
16	Davis	GB	LS-4	140.1	885				

Day 5, Saturday, July 2

Tasks: Open 570.9km ▲, Tulia, Kenna. 15M 551.6km ▲, Hereford, Kenna. Standard 514km ▲, Floydada, Caprock Station.

July 2 began full of promise. 103°F was forecast with cumulus at 1500ft after 1400hrs and some thin cirrus later. Big triangles were set to take advantage of all these meteorological goodies, the Standards having over 500km for the first time. But although the wind was pleasantly

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light and less dusty the day developed later than expected. Ingo Renner again went early, "taking a chance" as he said; but it returned him home with a speed of 171.5km/h. In bed by 8pm and up early to do his exercises Ingo's dedication has so far given him 4955pts out of a possible 5000. François Henry, who took off angry after being weighed, found light, and not allowed to add water on the grid (no one is) came back 2nd with his best speed yet of 169.2km/h. Third was Dick Butler at 163.6 and then Bernard at 161.8. George was slower at 148.8 but all the big ships returned. Almost all of them did from the Standard Class as well, though by 1800hrs the day was visibly weakening. The South African Granville Dunbar was the first to arrive at a speed of 146.8km/h, but Andy Davis, in spite of flying the first leg at VNE all the way and getting two excellent climbs on the second, ended up with a relatively slow speed of 109.8km/h. Mixed in with the Standards the first of the 15 Metre Class began to arrive, in the shape of Klaus Holighaus (W. Germany) and Joad Widmer (Brazil) at 128.8km/h but they rapidly became few and far between. As the dense cirrus out on track intensified and came nearer the lift died and 32 landed out, including Martyn. At 2100hrs ten pilots were still not connected with their crews. Alf Schubert was again unlucky, this time by hitting a barbed wire fence which broke his canopy and scratched his face; but by next morning both were fixed. Meanwhile Martyn's crew were trying to locate him through Hobbs Air, a Cessna 172, and were told that the glider was 380° from Takum. Slightly surprised they queried this to be told by the pilot "Well, that's what is written here." Further detective work revealed that the glider was on road 380.

As well, Bernard was a bit mad with himself on this day as he did the first part of the flight with his vario at times two and was unnecessarily using poor lift when he did not need to.



One or two days started like this and then dried out into blue thermals. Photo: Ann Welch.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Renner	AUS	Nimbus 3	171.4	1000	1	Renner	AUS	4955
2	Henry	F	Nimbus 3	168.8	973	2	Moffat	USA	4526
3	Butler	USA	ASW-22X	163.6	919	3	Gantenbrink	D	4477
4	Fitchett	GB	Nimbus 3	161.4	896				
14	Lee	GB	Nimbus 3	148.3	760				

15 Metre				Km/h	Pts	Ov'll Pos			Pts
1	Widmer	BRA	ASW-20	128.9	1000	1	Musters	NL	4757
2	Holighaus	D	Ventus A	128.4	996	2	Holighaus	D	4531
3	Kuusisto	FIN	ASW-20	126.7	985	3	Sorensen	DK	4489
35	Wells	GB	Ventus B	492.3km	579				

Standard				Km/h	Pts	Ov'll Pos			Pts
1	Dunbar	SA	LS-4A	146.3	1000	1	Kuittinen	FIN	4679
2	Andersen	DK	LS-4	142.4	956	2	Gloeckl	D	4612
3	Leutenegger	CH	DG-300	140.3	932	3	Buchanan	AUS	4601
34	Davis	GB	LS-4	110.0	590				

Day 6, Sunday, July 3

Tasks: Open 485.6km ■, Tahoka, Midland, Wink. 15M 457.9km ■, Tahoka, Lamesa, Wink. Standard 438.9km ■, Tahoka, Midland, Jal.

For the first time quadrilateral tasks were given, mainly to give pilots the chance to use any lift on the famed Marfa dew line away to the east. In the event it did not properly develop and the tasks were flown in good blue thermals, though with a 30kt wind up to around 2000ft. Once again this affected the launching time while the fleet was moved to the opposite end of the ramp which was marginally more into the strong dusty wind. On each of the days with such a crosswind at least one of the Open Class ships had to abandon the take-off and today was no exception. George's tug developed an affinity for the line of trailers in such a determined manner that he released to end up at the far end of the ramp. Later a Citabria towing one of the 15 Metre ships did the same thing. The glider released and the tow rope thrashed its way over trailers and people, knocking down some sign board. But apart from these excitements it was a good day to fly, with strong thermals and four outlandings. Only for the second time was Ingo Renner beaten — by a mere 0.9km/h. Even so Ingo cruised the last leg at VNE from 40km and 2000m out to arrive at Hobbs at 700m. He now had 5944pts out of six days' flying, was more than 400pts ahead of Moffat; with the Championships at the half way point.

STATISTICS

Number of countries competing — 28
10 with 6 gliders, 2 with 5, 6 with 4, 3 with 3, 1 with 2 and 4 with 1 glider.

Number of gliders in each Class
Open 19, 15 Metre 48 and Standard 42.

Types of gliders
Open, Nimbus 3 (15), Nimbus 2 (1), ASW-22 (3).
15 Metre, Ventus A (9), Ventus B (13), ASW-20 (13), ASW-20B (6), LS-3 (1), LS-3A (3), Zuni 2 (3).
Standard, LS-4 (20), LS-4A (5), ASW-19 (4), ASW-19B (3), DG-300 (4), Centrair (2), Jantar (4).

Glider types in top 10
Open, Nimbus 3 (8), ASW-22 (2).
15 Metre, Ventus (6), ASW-20 (4).
Standard, LS-4 (9), DG-300 (1).

Glider types in bottom 10 — Open not applicable
15 Metre, ASW-20 (4), LS-3 (4), Ventus (2).
Standard, LS-4 (2), ASW-19 (4), Jantar (4).

Number of past Champions at Hobbs — total 8
François Henry, France, 1965, Standard, Edelweiss.
George Moffat, USA, 1970, Open, Nimbus 2, 1974 Open, Nimbus 2.
Goran Ax, Sweden, 1972, Open, Nimbus 2, 1981 15 Metre, ASW-20.
Andy Hämmerle, Austria, 1974, 19 Metre Cup, Kestrel 19.
George Lee, Gt Britain, 1976, Open, ASW-17; 1979, Open, ASW-17; 1981, Open, Nimbus 3.
Ingo Renner, Australia, 1976, Standard, PIK-20.
Baer Selen, Holland, 1978 Standard, ASW-19.
Marc Shroeder, France, 1981, Standard, LS-4.

Longest in Championships
Hans Nietlispach, Switzerland, has only missed one Championships since 1954.

Youngest pilot
Servis Maffini, Brazil. Born 25.2.62 and oldest, Alf Schubert, Austria, aged 62.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Gantenbrink	D	Nimbus 3	156.3	1000	1	Renner	AUS	5944
2	Renner	AUS	Nimbus 3	155.4	989	2	Moffat	USA	5505
3	Moffat	USA	Nimbus 3	155.0	979	3	Gantenbrink	D	5477
9	Lee	GB	Nimbus 3	141.2	819				
11	Fitchett	GB	Nimbus 3	140.3	808				

15 Metre				Km/h	Pts	Ov'll Pos			Pts
1	Schroeder	F	ASW-20B	147.9	1000	1	Musters	NL	5754
2	Musters	NL	Ventus A	147.7	997	2	Holighaus	D	5425
3	Brockhoff	AUS	Ventus A	146.7	985	3	Sorensen	DK	5401
21	Wells	GB	Ventus B	138.5	886				

Standard				Km/h	Pts	Ov'll Pos			Pts
1	Kuittinen	FIN	DG-300	138.4	1000	1	Kuittinen	FIN	5679
2	Beltz	USA	LS-4A	138.2	998	2	Buchanan	AUS	5579
3	Buchanan	AUS	LS-4	136.7	978	3	Beltz	USA	5446
38	Davis	GB	LS-4	110.3	638				

Day 7, Monday, July 4

Tasks: Open and 15M 276.5km ▲, Caprock Station, Morton. Standard 271km ▲, Seagraves, Morton.

A weak cold front went through during the night leaving Hobbs in cool north-easterly air and the expectation of weak thermals. Triangles of 377-400km were set after a delayed briefing and then changed to even

smaller alternatives of less than 300km. The wind was again strong and even more dusty, with enough dust getting into the air to reduce the usually excellent visibility. It was also right across the ramp so everyone was shifted to runway 23 which took a considerable time. Apparently, when the airfield had first been built in 1942 as a B-17 training base it had consisted only of the ramp and two other runways to form the typical runway triangle. Then it was discovered that the wind usually blew from somewhere else and runway 23 was built. It is obvious that runway 23 is still needed. On this day an even larger number of gliders were required to be weighed, which became almost impossible to achieve successfully with the strong wind and the restricted space available on the narrow runway. Unfortunately the overweight problem had not, as hoped, gone away because with no penalties given, other than the need to drop the excess water, there had been no encouragement for some pilots to avoid overloading. On the previous day, July 3, Moffat, Butler and one or two others were penalised between 2 and 5pts. This was felt to be a little ridiculous and out of balance with some of the other infringement penalties, such as 10pts for not complying with the landing pattern (which could be hazardous) and 25pts if the crew did not notify the organisers of their pilot's start time within one hour. Then on this day the penalty discrepancies were increased by a few pilots being scored as having landed at the TP because their pictures had been taken from outside the half mile circle over the TP. This was particularly bad for Janusz Centka (Poland) who had been doing well in the 15M Class flying a borrowed American Zuni. He was only about 100m outside the circle when he took his photograph from around 9000ft but under the rules at Hobbs it "landed him at the TP", so his effective penalty was 900pts, dropping him from 6th to 30th. Now, still worried about the penalty, he came in a bit low and just failed to cross the finish line, which dropped him a further two places. After a great deal of discussion among some of the team managers two official complaints were handed in; one about the TP photos and the other about weighing. The complaint procedure was used rather than the protest as this would give the director the chance to talk over the difficulty with the stewards, as provided by the rules, and himself come to a decision. A protest would take the matter out of his hands which no one wanted to do. After a while Centka's penalty was reduced to a more reasonable one.

European element

In spite of the problems on the ground the flying on this day was more satisfactory than expected, as cloudbase contained a European element and, although reasonably plentiful, the blue thermals were broken and difficult with tops around 6000ft. It was a come-down in all senses of the word from previous days and something which pilots discovered they were no longer used to. Andy Davis found conditions more to his liking and got home with a speed of 97.4km/h and 12th place, the Standard Class winner being Peter Teunisse (Holland), DG-300, and in 21st place overall. Another new name coming to the top on this untypical day was Alfred Schulthess (Switzerland) in a Ventus B. In the Open Class Ingo stepped back into first, now with 6944pts out of 7000. When the scores came out there were more penalties. This time George Lee, Matias Viitanen, J. Pontes (Brazil) and Laurens Goudriaan (S Africa) for being overweight, which produced a protest from the British team.

Weather worsened

On July 5, with Independence Day over, the weather took the opportunity to become really British, cool and windy with low cloud. Triangles were set, the weather worsened, by lunchtime everything was cancelled, and it became the rest day planned for July 6. At the team manager's meeting following briefing some improved proposals for dealing with the TP photo problems were given by the director in response to the complaint, and these were accepted with rights of possible protest reserved. It is hoped that the CIVV system will be used at Rieti in 1985, not only because it is now well refined, but because the sector from which the photograph has to be taken gives more reasonable room for manoeuvre than the ½ mile circle. The unexpected rest day caused a hurried change of plans for S African pilot Granville Dunbar who was going to be married by the contest director, wearing his Texan judge's hat, to Debbie, his crew. All turned out well. The S. African team, the judge, the deputy director — as sheriff with gun to guard the judge — plus a few official observers drove to the first picnic area over the Texas frontier and held the ceremony just a short distance off the highway. They returned to Hobbs to an excellent supper party given by a local family in their home.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Renner	AUS	Nimbus 3	124.3	1000	1	Renner	AUS	6944
2	Gantenbrink	D	Nimbus 3	121.4	961	2	Gantenbrink	D	6438
3	Henry	F	Nimbus 3	121.1	957	3	Henry	F	6349
6	Lee	GB	Nimbus 3	112.0	824				
9	Fitchett	GB	Nimbus 3	110.0	807				

15 Metre				Km/h	Pts	Ov'll Pos			Pts
1	Schulthess	CH	Ventus B	108.1	994	1	Musters	NL	6730
2=	Goudriaan	SA	ASW-20	108.6	990	2	Goudriaan	SA	6364
2=	Back	D	Ventus A	107.8	990	3	Striedieck	USA	6322
37	Wells	GB	Ventus B	261.8km	453				

Standard				Km/h	Pts	Ov'll			Pts
1	Teunisse	NL	DG-300	104.1	1000	1	Buchanan	AUS	6370
2	Stouffs	B	LS-4A	101.5	963	2	Oye	DK	6287
3	Lyons	NZ	LS-4	100.8	954	3	Gloeckl	D	6243
12	Davis	GB	LS-4	97.4	905				

Day 8, Wednesday, July 6

Tasks: Open 593.2km ▲, Vega, Caprock Station. 15M 557.3km ▲, Midland, Portales. Standard 518.1km ▲, Midland, Kenna.

By July 6 — Day 8 — the sun was again shining and by 1000hrs the sky was filled with beautiful cumulus at around 5000ft; the most perfect English day. But launching was not until 1200. It had been hoped that one or two 750km triangles might be given at this Championships, but so far the director has resisted the temptation. As cloudbase went up so the cumulus dwindled but it was still a good day, and especially so for Martyn Wells who achieved the fastest 15M time. He left at 1345 with cloudbase at 9500ft and thermals bumping 6kt. There was quite a lot of blue on the first leg but having reached Midland with some 8000ft he was delighted to see little cu caps developing ahead just where he wanted them, and with lift now up to 10 000ft. No longer concerned about navigating over this vast, empty country, he enjoyed even more that the day did not die as soon as expected.

For the team managers most of this excellent day was spent inside at an International Jury meeting resulting from a protest by the British team against a 25pt penalty given to George Lee on Day 7 for being 12kg overweight. The case was both against the accuracy of the scale results when weighing in a strong wind, and the inconsistencies in penalties given. After a long meeting the vote did not reach the 2/3 majority needed to accept that the weighing system was insufficiently accurate by just one vote, but did accept that the penalty was too harsh and should be reduced; recommending about 5pts. George is not the only pilot to have found the weighing a problem in the difficult, windy, and dusty conditions on the grid, Jaap Van Steinfoom's Nimbus 3 weighed 7kg different on two weighings 24hrs apart with the same water in it.

Meanwhile, out in the hot air, 15 miles from Hobbs, Dick Butler's left flap became disconnected and the ASW-22 almost barrel rolled on him. Being a thinking pilot he quickly went through what he had done and realised that the sudden rearing over of the glider had occurred when he went from negative to positive flap — so he returned to negative flap to balance the floating one and flew the rest of the task thermalling at 70kt circling only to the right. He finished with a speed of 114km/h as against the winner's 137. Asked how he took his TP photographs in a left turn he said "Very carefully".

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Renner	AUS	Nimbus 3	136.9	1000	1	Renner	AUS	7944
2	Moffat	USA	Nimbus 3	134.7	970	2	Gantenbrink	D	7386
3	Fitchett	GB	Nimbus 3	135.4	969	3	Henry	F	7271
12	Lee	GB	Nimbus 3	123.0	810				

15 Metre				Km/h	Pts	Ov'll Pos			Pts
1	Wells	GB	Ventus B	122.1	1000	1	Musters	NL	7686
2	Striedieck	USA	ASW-20B	121.0	985	2	Goudriaan	SA	7309
3	Gimmey	USA	ASW-20B	120.4	976	3	Striedieck	USA	7307

Standard				Km/h	Pts	Ov'll Pos			Pts
1	Andersen	DK	LS-4	121.6	1000	1	Oye	DK	7241
2	Stouffs	B	LS-4A	119.9	976	2	Gloeckl	D	7210
3=	Gloeckl	D	LS-4	119.3	967	3	Buchanan	AUS	7156
3=	Dunbar	SA	LS-4A	119.3	967				
24	Davis	GB	LS-4	109.5	831				

Day 9, Thursday, July 7

Tasks: Open 623.7km ▲, Pecos, Post. 15M 574.4 ■, Pecos, Midland, Tahoka. Standard 521.4km ■, Monahans, Big Spring, Brownfield.

By July 7, Day 9, the weather had with any luck got over its tantrums and was settling into lighter winds under smaller clouds. The TV weather channel was pushing the green patches of rain further away, showing a



Above, Jose Pontes, Brazil, crossing the finish line in a Nimbus 3. Photo: Larry Sengbush. Bottom left, landing on the ramp at the end of a task. Bottom right, Hans Nietlispach (Switzerland) flying a LS-4 in his 11th World Championships since 1954. Both photos by Ann Welch.





large high to the north and painting the Hobbs area "toasty" brown. This channel gives nothing except weather (and a few advertisements) continuously all day providing synoptic charts, satellite photos, Max and Min temperatures, and severe tornado or thunderstorm watch areas for both US and Canada being updated continuously. Take off on this day was at an earlier 1145, and with the wind blowing fairly straight along the ramp launching was completed in 64mins for all three Classes. It was just a good uneventful day with cloudbase at 10 500ft, Ingo Renner coming first, and only five outlandings. But one pilot gained an enterprising zero. Fritz Wanzenried (Switzerland) got lost on the Standard Class task, photographing Odessa instead of Midland. He then saw gliders and went along with them but they were 15M ships and took him home *via* Tahoka instead of Brownfield. There were now just three flying days to go.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Renner	AUS	Nimbus 3	137.2	1000	1 Renner	AUS		8944
2=	Gantenbrink	D	Nimbus 3	134.9	970	2 Gantenbrink	D		8356
2=	Viitanen	FIN	Nimbus 3	134.9	970	3 Henry	F		8224
7	Fitchett	GB	Nimbus 3	132.8	943				
9	Lee	GB	Nimbus 3	132.3	936				
15 Metre				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Peter	D	ASW-20	132.5	1000	1 Musters	NL		8659
2	Schulthess	CH	Ventus B	131.3	984	2 Goudriaan	SA		8291
3	Goudriaan	SA	ASW-20	131.2	982	3 Striedieck	USA		8285
28=	Wells	GB	Ventus B	121.3	845				
Standard				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Buchanan	AUS	LS-4	129.9	1000	1 Buchanan	AUS		8156
2	Kristiansen	N	LS-4	129.6	996	2 Gloeckl	D		8114
3	Monti	I	LS-4	126.7	958	3 Oye	DK		8088
5	Davis	GB	LS-4	125.7	945				

Day 10, Friday, July 8

Tasks: Open 617.4km ▲, Stockton, Tahoka. 15M 573.2km ▲, Stockton Brownfield. Standard 539.1km ■, Pecos, Midland, Brownfield.

On Day 10 a large triangle was again given for the Open and 15 Metre Class with a quadrilateral for the Standard, and with another sunny day problems seemed far away — until a new one turned up, and for the first time in any World Championships. At Hobbs there have been some rules which may not have been clear, but there was one that was. Stated and in writing had been the edict that no ballast may be put in any glider once it was on the grid. On this morning the observer there to check that no gliders on the weighing list could escape the net saw a crew take out a bag to a glider on the grid and put something in the cockpit. A steward was told and on investigating found that lead had been put in the cockpit under the seat. The director came immediately, told the pilot he was in trouble, but allowed him to fly with investigation to follow. Apart from this it was a day much as before — good to look at and with straightforward flying and much the same people at the top.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Gantenbrink	D	Nimbus 3	144.9	1000	1 Renner	AUS		9908
2	Butler	USA	ASW-20X	144.0	988	2 Gantenbrink	D		9356
3	Henry	F	Nimbus 3	143.8	986	3 Henry	F		9210
7	Fitchett	GB	Nimbus 3	138.6	922				
12	Lee	GB	Nimbus 3	132.6	849				
15 Metre				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Holighaus	D	Ventus A	138.9	1000	1 Musters	NL		9543
2	Striedieck	USA	ASW-20B	135.4	954	2 Striedieck	USA		9239
3	Brockhoff	AUS	Ventus A	132.5	916	3 Holighaus	D		9155
5	Wells	GB	Ventus B	131.3	900				
Standard				**Km/h**	**Pts**	**Ov'll**			**Pts**
1	Beltz	USA	LS-4A	124.6	1000	1 Gloeckl	D		8997
2	Riera	ARG	LS-4	121.7	958	2 Oye	DK		8987
3	Davis	GB	LS-4	120.3	937	3 Buchanan	AUS		8971

Day 11, Saturday, July 9

Tasks: Open 656.5km ▲, Midland, Tulia. 15M 608.6km ▲, Andrews, Hereford. Standard 559.4km ■, Wink, Lamesa, Littlefield.

Dawn on the last day but one was calm and decorated by a hot air balloon floating slowly overhead, but by 0900 the wind was blowing strongly, and some odd little clouds reminiscent of the first contest day were appearing. But they soon disappeared and the day became little different from the one before — except that the score sheets showed that the pilot who had been seen putting in the extra weight had been penalised half his points. Apparently the pilot weighed only 54kg, normally carried ballast, and on this day his crew had forgotten it and remembered it only when the pilot was on the grid. On weighing after the incident the glider had been found to be 8kg over, but was given the benefit of the doubt and penalised instead of being disqualified.

Leading Results

Open				Km/h	Pts	Ov'll Pos			Pts
1	Renner	AUS	Nimbus 3	152.5	1000	1 Renner	AUS		10 908
2	Butler	USA	ASW-22X	151.9	993	2 Gantenbrink	D		10 295
3	Gantenbrink	D	Nimbus 3	147.3	939	3 Henry	F		10 084
5	Fitchett	GB	Nimbus 3	145.8	896				
6	Lee	GB	Nimbus 3	141.8	875				
15 Metre				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Striedieck	USA	ASW-20B	143.3	1000	1 Musters	NL		10 475
2	Paré	NL	Ventus B	140.1	959	2 Striedieck	USA		10 239
3	Kuusisto	FIN	ASW-20	138.9	944	3 Holighaus	D		10 035
26	Wells	GB	Ventus B	138.0	832				
Standard				**Km/h**	**Pts**	**Ov'll Pos**			**Pts**
1	Dunbar	SA	LS-4A	133.7	1000	1 Oye	DK		9974
2	Selen	NL	DG-300	133.2	994	2 Beltz	USA		9820
3	Oye	DK	LS-4	132.7	987	3 Buchanan	AUS		9810
12	Davis	GB	LS-4	125.3	888				

Day 12, Sunday, July 10

Tasks: Open 656.8km ▲, Tahoka, Vega. 15M 579.9km ▲, Littlefield, Vega. Standard 526.1km ▲, Seagraves, Hereford.

These last two competition days were almost the same; big triangles with occasional flat cumulus. Lift was weaker and cloudbase lower, at around 7000ft. In these conditions the points difference at the top narrowed, except for Ingo Renner sitting on a pinnacle of almost 1000pts, and by this time quite unassailable. Flying during these last days was more difficult, mainly because the operating height was lower and thermals more broken. Tommy Beltz said he only found one round thermal; all the others were square. But also, pilots were tiring, after 12 days of concentrated competition.

Penalty cost him the title

On the penultimate day Tommy was penalised 10pts for crossing the ramp at the finish below the permitted 200ft (he crossed the finish line at two metres) but this cost him the title as he lost to Stig Öye by 9pts. Then on the last day Klaus Holighaus landed out and lost his third place overall to Laurens Goudriaan. In the middle of all this excitement Bruno Gantenbrink's wife Eva produced an American baby.

Leading Results

Open				Km/h	Pts
1	Gantenbrink	D	Nimbus 3	139.4	1000
2	Fitchett	GB	Nimbus 3	132.6	913
3	Pettersson	S	Nimbus 3	132.4	910
8	Lee	GB	Nimbus 3	126.9	840
15 Metre				**Km/h**	**Pts**
1	Brockhoff	AUS	Ventus A	129.8	1000
2	Giles	AUS	Ventus B	127.9	978
3	Kuusisto	FIN	ASW-20	125.8	954
15	Wells	GB	Ventus B	118.0	865
Standard				**Km/h**	**Pts**
1	Stouffs	B	LS-4A	119.0	1000
2	Leutenegger	CH	DG-300	118.3	990
3	Wanzenried	CH	LS-4	117.7	981
30	Davis	GB	LS-4	104.9	799

And so these Championships came to an end. Ingo Renner crossed the finish line and soared away into the blue for the benefit of a waiting photographic aeroplane and Kees Musters became the new 15 Metre Champion. A total of 605 808km were flown from 1307 launches with 88.54% finishers. The average speed of all of them was 123.33km/h. Hobbs is on the world soaring map with a record of 12 contest days.

* * * *

With only nine months to prepare Hal Lattimore, Bernard Smith, John Brittingham and all their SSA helpers achieved a memorable contest.

CONCLUSIONS

So what have these Championships shown? First, they have confirmed that plenty of strong thermal weather is the main ingredient for a successful contest, but have also indicated that the flying may become somewhat monotonous unless there is variety in the tasks from time to time — to fly over different country or to have a really big task at least once. As Einar Enevoldson, visiting the Championships, remarked: "Every year the gliders get better and better and we do less and less with them." At Hobbs, even if the director had wanted to set Prescribed Area Distance it would have been difficult as pilots' films only had 12 exposures.

Overweight problem

There is also a real need for CIVV, perhaps together with OSTIV, to get to grips with the overweight problem. The rules need to provide an effective penalty system and movable, reliable scales have to exist. Penalties could range from technical infringement to use of forbidden equipment (ballast) or requiring a pilot to dump three to four times the amount of overweight water.

In the long term it might be sensible to write into the **Sporting Code** that for each World Championships the CIVV and the organisers shall agree on a Max weight for each Class for *that* Championships and include it in the rules for the event. At Rieti a Max Open Class weight of 650-700kg would be much less spectacular than Nimbus's of 900kg being towed through the surrounding vineyards. Such a solution would retain flexibility without causing Championship volunteer helpers to become instant airworthiness authorities. If the C of A weight was lower than "competition" weight it would, of course, have to be complied with.

CIVV also needs to consider penalties in general. It is not entirely logical to "land a pilot at a TP" because his photograph is faulty when by doing so is an admission that he got there. The same could be true of some finish line faults when all speed points are deducted, though the error is clearly a simple technical infringement. At present it appears perfectly possible to put a pilot effectively out of the contest for one type of mistake when another of equivalent magnitude will earn only a penalty of 25-100pts or so.

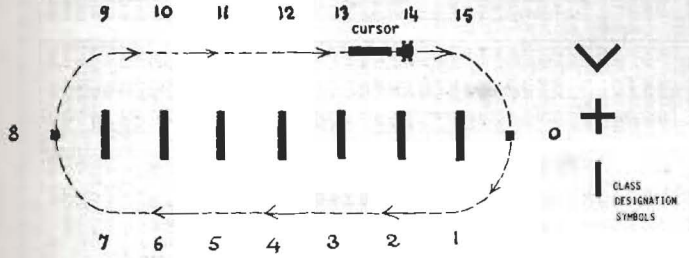
There is no doubt that the ground clock worked well, with clear photographs taken from over 12 000ft and times accurate to within 15 seconds, and at Hobbs the scoring office, which looked after retrieves, film development and assessment as well as producing the score sheets, was extremely efficient. Al Santilli even found time to write poetry about one of the competitors with whom the scoring office became closely associated.

Yankee Papa, where are you?
Just because you think you're through
You're not really very hot
Until we've seen the films you shot.

Ground Clock Starts for Speed Tasks

(An article by Wolf Elber, edited by Ann Welch)

The Ground Clock consists of a row of seven movable white panels and a white trailer panel, (the cursor), drawn by a tractor, which makes one circuit around the panels every four minutes. When the tractor turns around the ends of the row of panels (the timing marks) one of the panels is changed by being opened or closed.



The seven panels can give 128 different configurations to provide a clock for 4hrs 16mins. The sequence has been designed so that as the cursor passes each timing mark only one panel is changed. Each time it is between positions 0 and 8 an even number of panels is visible and between positions 8 and 16 an odd number shows. The official time is recorded each time the leading edge of the cursor passes a timing mark. Start times are linearly interpolated between these times.

The panel changes do not have to coincide precisely with the marker times.

Each time the cursor passes panel 1 this panel is changed, and each time it passes panel 7 one of the other panels is changed. As long as the change is made while the cursor is between stations 15 and 1 the correct time can be calculated. At the opposite end a panel is changed as the cursor passes point 8.

Before the clock is started panel sequence 1 (see below) is shown. Four minutes before the start opens the cursor begins to move from position 0 and time sequence 2 is set. The clock is then running and the start can be opened any time after that.

Construction. The 20m x 3m panels are made of light sailcloth fastened to steel wires through grommets along the long sides. The wires are stretched a few inches above the ground allowing the panels to be extended much like a boat sail. A rope attached to both sides of the movable end makes it easy for one operator to change a panel in five seconds. For ease of film evaluation a 3m white square at the free end is fixed and is exposed when the rest of the panel is closed. On poor photos this makes it easier to locate all seven panels.

Operation. A handbook was made up to show each sequence on a separate page together with each panel to be changed. Four operators form the clock crew: a tractor driver, panel changer, time keeper and inspector. (For small contests the clock could be operated by only the driver and panel changer who would also keep the times.)

The tractor operator should drive around his course at an even speed, as near as possible to four minutes for each circuit; the exact time is not as important as the need to keep the speed constant. The panel changer has a sequence change handbook and two minutes to walk to the next panel to be changed. The timekeeper stands near the end of the panels and records the time when the cursor passes the time marks.

Evaluation. The logic design for evaluating start times from the panel sequence and the cursor position is straightforward, but care must be taken if the cursor passes a time mark before the next panel sequence has appeared or if it has appeared just before the cursor passed the time mark. Also the logic must be able to resolve the time when a panel is changed while the photo is being taken so that a half panel shows.

Pilot problems. These include:

1. Some pilots do not know where their wingtip shows on their photos so that it may obscure the panels.
2. Cameras with exposure times around 1/25sec need to minimise roll and yaw when taking their pictures.
3. Some pilots have camera mounts which are insufficiently rigid to give shudder free manipulation of the shutter.

Sequence table. This shows the sequence for four panels. The extension to seven panels is not difficult and can be programmed.

Sequence number	Sequence	Change	Sequence number	Sequence	Change
1	1 1 1 1		9	0 0 1 1	4
2	1 1 1 0	1	10	0 0 1 0	1
3	1 1 0 0	2	11	0 0 0 0	2
4	1 1 0 1	1	12	0 0 0 1	1
5	1 0 0 1	3	13	0 1 0 1	3
6	1 0 0 0	1	14	0 1 0 0	1
7	1 0 1 0	2	15	0 1 1 0	2
8	1 0 1 1	1	16	0 1 1 1	1

WORLD CHAMPIONSHIP RESULTS

OPEN CLASS

Pilot			Country	Sailplane	27.6.83 Day 1 460.1km ▲	28.6.83 Day 2 438.7km ▲	29.6.83 Day 3 475.0km ▲	30.6.83 Day 4 522.8km ▲	2.7.83 Day 5 570.9km ▲	3.7.83 Day 6 485.6km ■	4.7.83 Day 7 276.5km ▲	6.7.83 Day 8 592.2km ▲	7.7.83 Day 9 623.7km ▲	8.7.83 Day 10 617.4km ▲	9.7.83 Day 11 656.5km ▲	10.7.83 Day 12 656.8km ▲	Total Points
1	UF	Renner, I.	AUS	Nimbus 3	(1) 1000	(1) 1000 (1)	(1) 1000 (1)	(4) 955 (1)	(1) 1000 (1)	(2) 989 (1)	(1) 1000 (1)	(1) 1000 (1)	(1) 1000 (1)	(4) 964 (1)	(1) 1000 (1)	(4) 876 (1)	11 784
2	YY	Gantenbrink, B	D	Nimbus 3	(3) 967	(2=) 938 (2)	(12) 739 (5)	(2) 983 (3)	(7=) 850 (3)	(1) 1000 (3)	(2) 961 (2)	(4) 948 (2)	(2=) 970 (2)	(1) 1000 (2)	(3) 939 (2)	(1) 1000 (2)	11 295
3	17	Henry, F.	F	Nimbus 3	(8) 911	(11) 822 (7)	(7) 822 (7)	(7) 898 (7)	(2) 973 (6)	(4) 966 (4)	(3) 957 (3)	(5) 922 (3)	(6) 953 (3)	(3) 986 (3)	(7) 874 (3)	(6) 871 (3)	10 955
4	XX	Moffat, G	USA	Nimbus 3	(5) 943	(5) 892 (5)	(2) 945 (2)	(5) 912 (2)	(11) 834 (2)	(3) *979 (2)	(13) 740 (4)	(2) 970 (4)	(5) 957 (4)	(10) 873 (4)	(17) 751 (4)	(11) 791 (4)	10 587
5	ZL	Pettersson, A.	S	Nimbus 3	(2) 984	(7) 887 (3)	(5) 865 (3)	(10) 854 (4)	(6) 859 (5)	(15) 722 (7)	(11) 775 (7)	(9) 886 (7)	(4) 965 (6)	(6) 937 (7)	(9) 871 (7)	(3) 910 (5)	10 515
6	21	Lherm, G.	F	Nimbus 3	(9) 904	(12) 808 (8)	(3) 911 (6)	(8) 889 (6)	(12) 804 (7)	(5) 892 (6)	(10) 784 (6)	(6) 912 (5)	(8) 940 (5)	(5) 941 (5)	(4) 935 (6)	(10) 792 (6)	10 512
7	DB	Buller, R.	USA	ASW-22X	(4) 951	(4) 917 (4)	(11) 781 (4)	(6) 902 (5)	(3) 919 (4)	(7) *832 (5)	(4) 876 (5)	(18) 686 (6)	(11) 906 (7)	(2) 988 (6)	(2) 993 (5)	(16) 699 (7)	10 450
8	MM	de Orleans-Borbon, A.	E	ASW-22	(10) 631	(6) 890 (9)	(8) 821 (8)	(15) 753 (8)	(9) 845 (8)	(12) 789 (8)	(8) 815 (8)	(11) 834 (8)	(12) 904 (8)	(13) 848 (8)	(11) 829 (8)	(7) 870 (8)	9829
9	66	Fitchett, B.	GB	Nimbus 3	(12=) 533	(2=) 938 (10)	(17) 209 (14)	(3) 967 (13)	(4) 896 (12)	(11) 808 (12)	(9) 807 (12)	(3) †969 (10)	(7) 943 (10)	(7) 922 (10)	(5)> 896 (9)	(2) 913 (9)	9801
10	26	Lee, G.	GB	Nimbus 3	(6) 940	(8) 881 (6)	(18) 185 (12)	(1) 1000 (11)	(14) 760 (10)	(9) 819 (10)	(6) †824 (10)	(12) 810 (9)	(9) 936 (9)	(12) 849 (9)	(6) 875 (10)	(8) 840 (10)	9719
11	AS	Ax, G.	S	ASW-22AC	(11) 574	(13) 797 (14)	(6) 829 (9)	(11) 852 (9)	(7=) 850 (9)	(10) 813 (9)	(14) 699 (9)	(16) 701 (11)	(13) 900 (11)	(9) 906 (11)	(13) 814 (11)	(13) 788 (11)	9523
12	AA	Van Steinloom, J.	NL	Nimbus 3	(12=) 533	(10) 844 (13)	(9) 816 (10)	(13) 817 (10)	(17) 512 (13)	(8) †824 (13)	(7) 821 (11)	(8) 893 (12)	(14) 856 (12)	(8) 920 (12)	(12) 826 (12)	(14) 766 (12)	9428
13	JD	Viitanen, M.	FIN	Nimbus 3	(12=) 533	(9) 848 (12)	(19) 159 (16)	(9) 859 (15)	(5) 872 (15)	(6) 890 (14)	(5) †827 (14)	(7) 900 (13)	(2=) 970 (13)	(11) 854 (13)	(14) 807 (13)	(12) 789 (13)	9308
14	GB	Bourgard, P.	B	Nimbus 3	(17) 470	(14) 653 (16)	(4) 897 (11)	(12) 844 (12)	(10) 842 (11)	(14) 764 (11)	(15) 664 (13)	(14) 719 (14)	(10) 923 (14)	(15) 841 (14)	(16) 769 (14)	(15) 708 (14)	9094
15	74	Innes, D	G	Nimbus 3	(7) 926	(16) 519 (11)	(15) 471 (13)	(17) 646 (14)	(13) 765 (14)	(16) 689 (15)	(12) 750 (15)	(13) 725 (15)	(16) *805 (15)	(18) 651 (15)	(10) 847 (15)	(9) 834 (15)	8628
16	WU	Vergani, W.	I	Nimbus 3	(15) 494	(18) *85 (18)	(13) 636 (18)	(14) 808 (17)	(15) *676 (16)	(17) 676 (16)	(16) 588 (16)	(17) 689 (16)	(17) 798 (16)	(14) 843 (16)	(8) 873 (16)	(17) 606 (16)	7772
17	ZM	Pontes, J.	BRA	Nimbus 3	(18) 434	(19) 0 (19)	(10) 784 (17)	(18) 622 (18)	(16) 599 (17)	(13) †770 (17)	(18) †151 (18)	(15) 718 (18)	(15) 855 (18)	(16) 773 (18)	(15) 791 (17)	(5) 875 (17)	7372
18	KG	Blatter, F.	CH	Nimbus 3	(16) 483	(15) 649 (15)	(14) 525 (15)	(16) 715 (16)	(19) 0 (18)	(18) 645 (18)	(17) 524 (17)	(10) 842 (17)	(18) 632 (17)	(17) 753 (17)	(18) 677 (18)	(18) 557 (18)	7002
19	PR	Lamla, P.	CDN	Nimbus 2	(19) 320	(17) 292 (17)	(16) 463 (19)	(19) 295 (19)	(18) 360 (19)	(19) 250 (19)	(19) 0 (19)	(19) 0 (19)	(19) 53 (19)	(19) 255 (19)	(19) 202 (19)	(19) 209 (19)	2699

* penalty for finish/landing violation; †=penalty for weight violation; *=penalty for TP photo violation; >=penalty for report-time violation.

STANDARD CLASS

Pilot			Country	Sailplane	27.6.83 Day 1 352.9km ▲	28.6.83 Day 2 349.9km ▲	29.6.83 Day 3 377.4km ▲	30.6.83 Day 4 458.4km ▲	2.7.83 Day 5 514.0km ▲	3.7.83 Day 6 438.9km ■	4.7.83 Day 7 271.0km ▲	6.7.83 Day 8 518.1km	7.7.83 Day 9 521.4km ■	8.7.83 Day 10 539.1km ■	9.7.83 Day 11 559.4km ■	10.7.83 Day 12 526.1km ▲	Total Points
1	BH	Oye, S.	DK	LS-4	(6) 878	(13=) 927 (6)	(9) 966 (4)	(3) 987 (5)	(17) 783 (4)	(8) 860 (4)	(14) 890 (2)	(6) 954 (1)	(13) 847 (3)	(6) 899 (2)	(3) 987 (1)	(29) 806 (1)	10 780
2	TB	Beltz, T.	USA	LS-4A	(2) 920	(2) 967 (3)	(6) 985 (1)	(8) 955 (1)	(33) *621 (7)	(2) 998 (3)	(27) 764 (4)	(14=) 891 (4)	(17) 817 (5)	(1) 1000 (4)	(5) 903 (2)	(8) 951 (2)	10 771
3	L	Buchanan, J.	AUS	LS-4	(3=) 916	(1) 1000 (2)	(25) 844 (5)	(2) 999 (4)	(7) 842 (3)	(3) 978 (2)	(24) 791 (1)	(26) 786 (3)	(1) 1000 (1)	(18=) 815 (3)	(23) 839 (3)	(11) 904 (3)	10 714
4	Y	Andersen, J.	DK	LS-4	(9) 841	(12) 934 (9)	(26) 835 (12)	(11) 917 (8)	(2) 956 (5)	(7) 865 (5)	(31) 702 (7)	(1) 1000 (6)	(4) 949 (4)	(5) 909 (5)	(11) 891 (4)	(19) 866 (4)	10 661
5	BT	Mozer, E.	USA	LS-4A	(5) 912	(5) 955 (5)	(4=) 991 (2)	(5 -) 957 (2)	(29) 666 (6)	(9) 857 (6)	(20) 830 (5)	(17) 887 (5)	(16) 826 (6)	(4) 936 (6)	(17) 876 (5)	(28) 810 (5)	10 499
6	Z	Stouffs, H.	B	LS-4A	(3=) 916	(6) 952 (4)	(34) 729 (13)	(19) 857 (12)	(14) 802 (12)	(15) 825 (10)	(2) 963 (8)	(2) 976 (7)	(18) 810 (7)	(28) 730 (8)	(8=) 893 (9)	(1) 1000 (6)	10 448
7	RO	Selen, B.	NL	DG-300	(19) 781	(18) 853 (15)	(15) 907 (14)	(13–) 899 (13)	(21) 742 (14)	(10) 854 (13)	(21) 823 (12)	(21) 853 (13)	(10) 895 (11)	(8) 869 (10)	(2) 994 (8)	(6) 965 (7)	10 432
8	88	Gloeckl, H.	D	LS-4	(11) 825	(11) 937 (11)	(2) 993 (6)	(4) 977 (6)	(5) 880 (2)	(27) 716 (7)	(10) 922 (3)	(3=) 967 (2)	(8) 904 (2)	(7) 883 (1)	(38) 577 (6)	(21) 853 (8)	10 427
9	ZZ	Kjallstrom, M.	S	LS-4	(7) 855	(22) 832 (13)	(12) 936 (11)	(15) 886 (9)	(16) 784 (10)	(11) 849 (8)	(9) 928 (6)	(18=) 885 (8)	(15) 836 (8)	(21) 809 (7)	(15=) 877 (7)	(18) 873 (9)	10 346
10	53	Ottosson, C.	S	LS-4A	(14=) 800	(20) 848 (14)	(3) 992 (10)	(13 -) 899 (7)	(18=) 755 (9)	(12) 847 (9)	(13) 896 (9)	(33) 705 (11)	(6) 928 (9)	(15=) 821 (9)	(14) 883 (10)	(4) 972 (10)	10 342
11	NS	Dunbar, G.	SA	LS-4A	(27) 590	(32) 731 (29)	(13) 929 (26)	(24) 835 (26)	(1) 1000 (16)	(16) 820 (15)	(16) 867 (15)	(3=) 967 (12)	(11) 890 (10)	(29) 727 (12)	(1) 1000 (11)	(22) 846 (11)	10 197
12	RC	Forssten, J.	FIN	LS-4	(1) 1000	(15) 924 (1)	(28) 791 (8)	(30) 790 (10)	(25) 725 (13)	(18) 814 (12)	(15) 874 (11)	(7) 942 (9)	(24) 745 (12)	(20) 811 (11)	(21) 869 (12)	(12) 903 (12)	10 184
13	SZ	Schreiber, H.	D	LS-4	(23) 611	(25) 808 (23)	(20) 875 (24)	(9) 924 (18)	(12) 806 (18)	(14) 830 (17)	(22) *800 (19)	(23) 841 (19)	(7) 926 (14)	(9) 861 (15)	(22) 863 (14)	(5) 958 (13)	10 109
14	GJ	Kuittinen, M.	FIN	DG-300	(10) 829	(3) 964 (8)	(7) 980 (3)	(1) 1000 (3)	(4) 906 (1)	(1) 1000 (1)	(34) 327 (10)	(32) 758 (10)	(32) *641 (15)	(18=) *815 (16)	(4) 921 (14)	(9) 930 (14)	10 071
15	27	Riera, R.	ARG	LS-4	(16) 798	(31) 740 (20)	(17) 897 (18)	(18) 863 (17)	(11) 811 (15)	(22) 765 (16)	(8) 930 (14)	(14=) 891 (14)	(29) 687 (16)	(2) 958 (13)	(29=) 803 (16)	(16) 883 (15)	10 020
16	GA	Leutenegger, S.	CH	DG-300	(26) 600	(13=) 927 (21)	(8) 974 (16)	(22) 851 (15)	(3) 932 (11)	(19) 789 (11)	(30) 736 (13)	(30) 761 (18)	(21) 770 (18)	(30) 725 (18)	(20) 872 (21)	(2) 990 (16)	9921
17	CS	Brigliadori, L.	I	LS-4	(8) 853	(7) 951 (7)	(11) 937 (7)	(33) 760 (11)	(13) 803 (8)	(25=) 718 (14)	(29) *745 (16)	(12) 907 (15)	(19) 789 (13)	(11) 843 (14)	(18) 875 (13)	(34) 744 (17)	9918
18	CA	Navas, G.	F	Centrair	(34) 526	(24) 826 (27)	(24) 851 (27)	(5=) 957 (22)	(20) 754 (22)	(6) 878 (20)	(28) 746 (23)	(8=) 916 (22)	(9) 903 (17)	(33) 698 (19)	(6) 901 (18)	(7) 961 (18)	9914
19	K	Hansen, M.	DK	LS-4	(13) 807	(4) 961 (10)	(33) 752 (15)	(20) 854 (14)	(36) 535 (23)	(5) 891 (18)	(25) 781 (20)	(13) 905 (20)	(26) 737 (20)	(13) 827 (20°)	(7) 899 (19)	(15) 890 (19)	9836
20	41	Rizzi, R.	ARG	LS-4	(18) 794	(28) *781 (17)	(30) 788 (21)	(23) 841 (20)	(15) 796 (19)	(21) 767 (21)	(7) 938 (18)	(16) 889 (16)	(28) 711 (19)	(10) 855 (17)	(31) 800 (17)	(17) 874 (20)	9828
21	40	Davis, A.	GB	LS-4	(38) 431	(17) 894 (28)	(1) 1000 (22)	(16) 885 (19)	(34) 590 (24)	(38) 638 (27)	(12) 905 (25)	(24) 831 (24)	(5) 945 (23)	(3) 937(20=)	(12) 888 (20)	(30) 799 (21)	9734
22	30	Kristiansen, S.	N	LS-4	(24) 603	(9) 943 (19)	(35) 713 (25)	(17) 868 (23)	(32) 638 (25)	(41=) 160 (36)	(26) 765 (26)	(8=) 916 (26)	(2) 996 (24)	(12) 836 (24)	(8=) 893 (22)	(13) 900 (22)	9709
23	RI	Crego, E.	ARG	LS-4	(20) 746	(26) 807 (18)	(23) 854 (19)	(37) 705 (24)	(9) 831 (20)	(33) 656 (23)	(4) 951 (22)	(27) 785 (23)	(12) 866 (22)	(22) 796 (22)	(27) ‡817 (23)	(26) 813 (23)	9618
24	9B	Lyons, P.	NZ	LS-4	(17) 797	(21) 835 (16)	(27) 808 (17)	(40) 569 (27)	(24) 738 (26)	(17) 818 (24)	(3) 954 (24)	(5) 959 (21)	(27) 734 (21)	(24) 758 (23)	(26) 824 (24)	(24) 820 (24)	9610
25	SI	Wanzenried, F.	CH	LS-4	(14=) 800	(16) 909 (12)	(10) 940 (9)	(38) 663 (16)	(26) 724 (17)	(23) 763 (19)	(6) 939 (17)	(22) 852 (17)	(42) 0 (30)	(23) 762 (29)	(8) 893 (28)	(3) 981 (25)	9220
26	VN	Teunisse, P.	NL	DG-300	(40) 199	(10) 939 (34)	(18=) 881 (31)	(5=) 957 (29)	(23) 740 (28)	(13) 835 (25)	(1) 1000 (21)	(38) 615 (25)	(14) 843 (25)	(32) 702 (25)	(32) 799 (25)	(38) 676 (26)	9182
27	IT	McCaffrey, S.	AUS	Centrair	(25) 602	(42) 226 (39)	(4–) 991 (37)	(25) 829 (37)	(18=) 755 (34)	(4) 893 (30)	(17) 862 (29)	(28) 779 (30)	(25) 742 (27)	(35) 689 (28)	(13) 887 (27)	(10) 905 (27)	9157
28	7T	Nietlispach, H.	CH	LS-4	(21) 635	(34) 686 (29)	(39) 639 (33)	(12) 910 (30)	(6) 871 (27)	(24) 747 (26)	(19) 835 (26)	(29) 767 (26)	(30) 664 (26)	(25) 755 (26)	(15=) 877 (26)	(31) 757 (28)	9137
29	C6	Monti, R.	I	LS-4	(30=) 531	(19) 851 (25)	(14) 913 (23)	(29) 797 (25)	(10) 829 (21)	(25=) 718 (22)	(40) 139 (33)	(11) 909 (31)	(3) 958 (29)	(17) 819 (27)	(35) 730 (29)	(14) 894 (29)	9081
30	5F	Stogner, G.	A	ASW-19	(29) 548	(33) 728 (31)	(29) 789 (28)	(10) 919 (28)	(31) 640 (30)	(30) 684 (29)	(5) 941 (27)	(31) *759 (28)	(31) 643 (28)	(37) 557 (31)	(25) 829 (31)	(23) 836 (30)	8865
31	PG	Soares, R.	BRA	ASW-19	(22) 614	(37) 525 (33)	(32) 779 (35)	(31) 775 (35)	(28) 669 (35)	(20) 772 (33)	(11) 918 (30)	(6=) 916 (29)	(35) 605 (31)	(34) 693 (30)	(33) 772 (30)	(36) 737 (31)	8769
32	SQ	Sears, P.	CDN	ASW-19B	(28) 579	(27) 804 (24)	(38) 655 (29)	(28) 809 (31)	(30) 656 (32)	(32) 658 (31)	(18) 840 (31)	(37) 656 (32)	(23) 748 (32)	(31) 705 (32)	(24) 831 (32)	(32) 749 (32)	8682
33	UK	Osen, H.	A	LS-4	(30=) 531	(23) 830 (26)	(37) 675 (30)	(32) 769 (32)	(8) 835 (29)	(29) 704 (28)	(38) 166 (34)	(20) 878 (33)	(33) 635 (33)	(15=) 821 (33)	(29=) 803 (33)	(35) 742 (33)	8381
34	C5	Bertoncini, L.	I	LS-4	(30=) 531	(8) 946 (22)	(16) 905 (20)	(27!) 814 (21)	(38) 160 (36)	(28) 715 (34)	(39) 159 (37)	(18=) 885 (36)	(20) 780 (34)	(27) 734 (34)	(19) 873 (34)	(20) 857 (34)	8352
35	CC	Tobola, H.	P	Jantar	(35) 501	(36) 557 (36)	(22) 858 (36)	(21) 853 (33)	(22) 741 (31)	(37) 643 (32)	(37) 189 (36)	(35) 679 (37)	(22) 755 (36)	(14) 825 (35)	(34) 761 (35)	(33) 746 (35)	8099
36	HI	Stevens, M.	NZ	ASW-19B	(39) 357	(29) 785 (35)	(21) 874 (32)	(35) 734 (34)	(27) 682 (33)	(36) 649 (35)	(23) 794 (32)	(39) †291 (35)	(36) 583 (37)	(26) 750 (37)	(28) 813 (36)	(27) 811 (36)	8094
37	AZ	Maffini, S.	BRA	ASW-19B	(36=) 473	(35) 685 (32)	(31) 787 (34)	(34) 747 (36)	(37) *501 (37)	(31) 675 (37)	(33) 593 (35)	(25) 792 (34)	(37) 571 (35)	(36) 683 (36)	(42) 0 (37)	(37) 683 (37)	7182
38	52	Langelaan, W.	CDN	Jantar	(36=) 473	(38) *400 (38)	(18=) 881 (38)	(26) 820 (38)	(39=) 147 (39)	(34) 653 (39)	(32) 601 (38)	(34) 683 (38)	(38) 563 (38)	(40) 383 (38)	(36) 722 (38)	(40) 243 (38)	6560
39	WF	Szabo, W.	A	Jantar	(12) 813	(41) 235 (37)	(36) 691 (39)	(36) 732 (39)	(35) 589 (38)	(35) 651 (38)	(36) 236 (39)	(40) 273 (39)	(34) 608 (39)	(39) 435 (39)	(39) 439 (39)	(25) 814 (39)	6507
40	CJ	Moneo, A.	E	Jantar	(30–) 531	(39–) 287 (40)	(42) 518 (41)	(39) 605 (40)	(39=) 147 (40)	(40) 416 (40)	(42) 30 (40)	(36) 677 (40)	(39) 250 (40)	(42) 0 (40)	(37) 565 (40)	(39) 281 (40)	4392
41	XN	Inamori, H.	JAP	ASW-19	(42) 0	(30) 747 (41)	(40) 608 (40)	(42) 261 (41)	(41) 135 (41)	(39) 461 (41)	(41) 49 (41)	(41) 241 (41)	(40) †245 (41)	(41) 289 (41)	(41) 265 (41)	(42) 188 (41)	3475
42	VT	Gresa, J.	E	ASW-19A	(41) 140	(39=) 287 (42)	(41) 520 (42)	(41) 523 (42)	(42) 0 (42)	(41=) 160 (42)	(35) *311 (42)	(42) 142 (42)	(41) 162 (42)	(38) 499 (42)	(40) 413 (42)	(41) 226 (42)	3464

*=penalty for take-off/landing procedures or landing/finish; *=penalty for TP photo violation; †=penalty for weight violation; ‡=penalty for instrumentation violation.

15 METRE CLASS

	Pilot		Country	Sailplane	27.6.83 Day 1 433.2km ▲	28.6.83 Day 2 375.7km ▲	29.6.83 Day 3 409.3km ▲	30.6.83 Day 4 476.5km ▲	2.7.83 Day 5 551.6km ▲	3.7.83 Day 6 457.9km ■	4.7.83 Day 7 276.5km ▲	6.7.83 Day 8 557.3km ▲	7.7.83 Day 9 574.4km ■	8.7.83 Day 10 573.2km ▲	9.7.83 Day 11 608.6km ▲	10.7.83 Day 12 579.9km ▲	Total Points
1	MS	Musters, K.	NL	Ventus A	(1) 1000	(7=) 924 (1)	(13) 859 (1)	(1) 1000 (1)	(5) 974 (1)	(2) 997 (1)	(5) 982 (1)	(6) 956 (1)	(7) 973 (1)	(7) 884 (1)	(5=) 932 (1)	(24) 784 (1)	11 259
2	KS	Striedieck, K.	USA	ASW-20B	(4) 903	(13) 901 (6)	(11) 865 (5)	(2) 925 (2)	(18) 861 (4)	(17) 905 (5)	(6) 972 (3)	(2) 985 (3)	(5) 978 (3)	(2) 954 (2)	(1) 1000 (2)	(11) 906 (2)	11 145
3	39	Goudnaan, L.	SA	ASW-20	(8=) 854	(2) 996 (4)	(4) 913 (2)	(20) 802 (4)	(16) 880 (5)	(10=) 938 (4)	(2=) †990 (2)	(9) 945 (2)	(3) 982 (2)	(29) 740 (4)	(9) 908 (4)	(25) 770 (3)	10 709
4	NL	Paré, D.	NL	Ventus B	(38) 706	(4) 967 (15)	(6=) 905 (11)	(28) 757 (13)	(4) 980 (8)	(10=) 938 (6)	(10) 899 (6)	(17) 909 (8)	(9=) 957 (6)	(9) 852 (6)	(2) 959 (5)	(22) 786 (4)	10 606
5	7L	Back, H.	D	Ventus A	(8=) 854	(12) 906 (10)	(37) 683 (21)	(4) 887 (14)	(17) 866 (11)	(7) 948 (10)	(2=) 990 (7)	(11) 934 (7)	(15) 903 (7)	(12) 803 (7)	(12=) 902 (7)	(7) 930 (5)	10 597
6	EM	Kuusisto, S	FIN	ASW-20	(2=) 933	(9=) 921 (3)	(30) <729 (10)	(29) 754 (12)	(3) 985 (7)	(20) 888 (8)	(7) 924 (8)	(5) 959 (6)	(31) 799 (8)	(23) 762 (8)	(3) 944 (8)	(3) 954 (6)	10 541
7	OY	Sorensen, O.	DK	Ventus B	(8=) 854	(11) 907 (9)	(6=) 905 (6)	(7) 869 (5=)	(9) 954 (3)	(15) 912 (3)	(19) 898 (5)	(8) 960 (5)	(9=) °957 (4)	(14=) 780 (5)	(11) 903 (6)	(31) 642 (7)	10 408
8	5D	Holighaus, K	D	Ventus A	(14) 844	(7=) 924 (8)	(9) 892 (7)	(5=) 875 (5=)	(2) 996 (2)	(19) 894 (2)	(17=) 820 (4)	(4) 963 (4)	(9=) °957 (4)	(1) 1000 (3)	(15) 880 (3)	(43) 362 (8)	10 397
9	C4	Schulthess, A.	CH	Ventus B	(15=) 839	(15=) 885 (12)	(28) 735 (18)	(11) 855 (15)	(10) 953 (9)	(38) 737 (14)	(1) 994 (11)	(20) 864 (11)	(2) 984 (10)	(24) 761 (10)	(29) 795 (11)	(8) 925 (9)	10 311
10	IM	Gimmey, R.	USA	ASW-20B	(7) 860	(1) 1000 (2)	(14) 857 (4)	(10) 858 (3)	(40) 537 (15)	(9) 944 (11)	(4) 984 (10)	(3) 976 (9)	(32) 787 (11)	(36) 675 (13)	(17) 871 (12)	(6) 937 (10)	10 278
11	28	Werneburg, H.	CDN	Ventus B	(19) 826	(20) 831 (17)	(21) 787 (20)	(14) 839 (18)	(6) 973 (10)	(6) 962 (7)	(1) 994 (9)	(18) 899 (10)	(22) 872 (9)	(14=) 780 (9)	(40) °715 (13)	(14) 873 (11)	10 205
12	YF	Hammerle, A.	A	Ventus B	(21=) 822	(23) 805 (21)	(27) 752 (24)	(32) 724 (24)	(7) 962 (19)	(14) 913 (18)	(17=) 820 (18)	(13=) 927 (13)	(4) 981 (12)	(10) 843 (11)	(21) 859 (10)	(20) 793 (12)	10 192
13	TR	Cubley, T.	AUS	ASW-20	(27) 765	(17) 864 (20)	(12) 860 (16)	(18) 813 (16)	(21) 810 (15)	(10=) 938 (12)	(21) 819 (14)	(33) 711 (16)	(13) 914 (15)	(11) 831 (15)	(18) 870 (15)	(4=) 939 (13)	10 125
14	QE	Brockhoff, B.	AUS	Ventus A	(12=) 851	(3) 978 (5)	(8) 902 (3)	(19) 804 (5=)	(23) 648 (12)	(3) 985 (9)	(42) 438(22=)	(26) 822 (21)	(28=) 845 (23)	(3) 916 (22)	(5=) 932 (18)	(1) 1000 (14)	10 115
15	9R	Huybreckx, E.	B	Ventus A	(21=) 822	(18) 843 (16)	(16) 847 (14)	(5=) 875 (10)	(29=) 584 (20)	(22) 884 (21)	(27) 755(22=)	(7) 948 (17)	(18) 898 (17)	(18) 769 (19)	(7) 920 (17)	(4) 939 (15)	10 074
16	EA	Peter, E. G.	D	ASW-20	(23) 819	(9=) 921 (11)	(15) 855 (9)	(12) 853 (8)	(24) 637 (17)	(13) 917 (15)	(17=) 820 (16)	(38) 606 (22)	(1) 1000 (19)	(19) 768 (20)	(19=) 867 (19)	(10) 919 (16)	9973
17	4T	Ronnestad, E.	N	Ventus B	(15=) 839	(36) 674 (28)	(2) 965 (17)	(8) 865 (11)	(37=) 557 (23)	(27=) 850 (24)	(25) 772 (24)	(10) 943 (20)	(11) 955 (21)	(17) 776 (21)	(24) 840 (21)	(13) 881 (17)	9905
18	SL	Anderson, G.	SA	ASW-20	(12=) 851	(33) 697 (25)	(5) 910 (19)	(33) 714 (22)	(12) 910 (18)	(18) 900 (17)	(12) 882 (15)	(21) 857 (14)	(14) 908 (13)	(16) 778 (14)	(25) 835 (14)	(33) 638 (18)	9870
19	ZI	Centka, J.	P	Zuni 2	(24) 804	(14) 889 (13)	(18) 822 (13)	(3) 903 (9)	(11) 912 (6)	(48) 60 (30)	(34=) 484 (20)	(25) 827 (19)	(23) 870 (20)	(6) 887 (16)	(19=) 867 (16)	(29) 685 (19)	9850
20	GW	Timmermans, A.	NZ	Ventus B	(33=) 722	(26) 786 (29)	(1) 1000 (15)	(35) 705 (21)	(26) 612 (26)	(4) 982 (23)	(31) 686 (25)	(12) 932 (23)	(12) 931 (22)	(8) 877 (18)	(28) 812 (20)	(22=) 786 (20)	9824
21	TM	Schubert, E.	BRA	Ventus	(18) 829	(38) 668 (31)	(22) 782 (28)	(17) 815 (25)	(19 854 (21)	(5) 974 (19)	(13) 857 (19)	(27) 817 (15)	(20) 883 (16)	(26) 755 (17)	(39) 735 (22)	(16) 845 (21)	9807
22	SM	Schroeder, M.	F	ASW-20B	(41) 658	(35) 675 (39)	(20) 801 (36)	(22) 799 (31)	(7) 962 (24)	(1) 1000 (20)	(8) 922 (17)	(13=) 927 (12)	(25) 859 (14)	(4) 901 (12)	(12=) 902 (9)	(44) 360 (22)	9760
23	VF	Junqueira, C.	BRA	Ventus A	(6) 862	(28=) 763 (22)	(19) 804 (22)	(16) 824 (19)	(15) 882 (13)	(25=) 860 (16)	(11) 883 (13)	(40) 547 (24)	(27) 847 (24)	(33) 695 (24)	(32) 785 (24)	(9) 920 (23)	9660
24	WT	Giles, M.	AUS	Ventus B	(30) 752	(6) 925 (14)	(34) 698 (25)	(26) 765 (23)	(37=) 557 (28)	(23) 883 (26)	(34=) 484 (30)	(8) 946 (27)	(6) 977 (25)	(32) 700 (27)	(4) 934 (25)	(2) 978 (24)	9588
25	DF	Kuiper, B.	NL	Ventus B	(15=) 839	(5) 955 (7)	(17) 841 (8)	(37) 663 (17)	(27) 609 (22)	(8) 945 (22)	(24) 782 (21)	(15) 919 (18)	(19) 891 (18)	(31) 725 23)	(33) 781 (23)	(35) 583 (25)	9525
26	80	Wells, M.	GB	Ventus B	(8=) 854	(43) °557 (35)	(24) 766 (34)	(13) 849 (27)	(35) 579 (30)	(21) 886 (28)	(37=) 453 (31)	(1) 1000 (30)	(28=) 845 (28)	(5) 900 (26)	(26) °832 (27)	(15) 865 (26)	9375
27	BS	Ghiorzo, S.	I	Ventus B	(42=) 638	(24) 801 (33)	(25) 765 (30)	(9) 861 (26)	(45) †505 (31)	(33) 815 (31)	(26) 763 (28)	(28) 805 (29)	(16) 901 (27)	(38) 649 (28)	(13) 790 (25)	(16) 875 (26)	9146
28	BR	Widmer, J.	BRA	ASW-20	(28) 763	(45) 515 (42)	(33) 714 (39)	(30) 749 (35)	(1) 1000 (27)	(30) 832 (27)	(23) 784 (26)	(30) 791 (25)	(33) 758 (26)	(20) 766 (31)	(27) 821 (30)	(17) 839 (29)	9138
29	IF	Schubert, A.	A	Ventus B	(5) 863	(27) 777 (19)	(10) 881 (12)	(48) 0 (39)	(28) 599 (40)	(25=) 860 (36)	(17=) 820 (34)	(24) 839(32=)	(21) 878 (32)	(20) 764 (30)	(37) °750 (31)	(21) 790 (30)	8870
30	B	Stephens, L.	NZ	Ventus A	(42=) 638	(19) 841 (32)	(3) 950 (22)	(23) 795 (20)	(14) 890 (14)	(16) 906 (13)	(9) 906 (12)	(48) 0 (31)	(40=) 650 (31)	(22) 764 (30)	(37) °750 (31)	(21) 790 (30)	8870
31	K2	Krueger, W.	CDN	ASW-20B	(20) 825	(21) 819 (18)	(36) 684 (26)	(43) 475 (33)	(41) 536 (34)	(27=) 850 (33)	(29) 722 (32)	(35) 674 (34)	(26) 848 (34)	(21) 765 (32)	(38) 738 (32)	(12) 883 (31)	8807
32	ZS	Pozniak, H.	P	Zuni 2	(26) 768	(28=) 763 (26)	(38) 667 (31)	(25) 775 (30)	(13) 902 (25)	(29) 848 (25)	(37=) 453 (27)	(22) 854 (26)	(35) 697 (29)	(30) 727 (29)	(8) 916 (28)	(39=) 388 (32)	8746
33	MZ	Werneburg, U.	CDN	ASW-20	(40) 678	(15=) 885 (24)	(31) 721 (27)	(34) 707 (29)	(47=) 417 (33)	(47) 205 (43)	(40=) 444 (38)	(16) 917 (35)	(24) 863 (35)	(25) 758 (33)	(34) 761 (33)	(18) 816 (33)	8723
34	A7	Colombo, V.	I	ASW-20B	(29) 757	(44) 549 (40)	(46) 455 (44)	(31) 725 (43)	(20) †847 (35)	(31) 825 (35)	(28) 753 (33)	(31) °729(32=)	(30) 829 (33)	(43) 589 (34)	(22) 843 (34)	(26) 697 (34)	8585
35	S	Taimioja, A.	FIN	ASW-20	(25) 771	(41) 609 (37)	(26) 758 (35)	(27) 764 (32)	(37=) 557 (32)	(32) 818 (32)	(15) 842 (29)	(23) 840 (26)	(43) 632 (30)	(47) †376 (35)	(10) 907 (35)	(27) 708 (35)	8568
36	M7	Kluk, S.	P	Zuni 2	(35=) 720	(42) 584 (41)	(35) 695 (38)	(24) 790 (34)	(42) 532 (36)	(24) 862 (34)	(36) 464 (36)	(39) 591 (37)	(40=) 650 (37)	(33) 695 (37)	(14) 889 (36)	(45) 332 (36)	7793
37	XS	Mattano, A	ARG	ASW-20	(2=) 933	(34) 678 (23)	(41) 577 (32)	(15) 827 (28)	(25) 617 (29)	(34) 811 (29)	(45) 322 (35)	(44=) 292 (38)	(39) 653 (38)	(35) 682 (39)	(35=) 752 (39)	(30) 659 (37)	7790
38	ML	Lamm, M.	CH	ASW-20B	(35=) 720	(25) 799 (27)	(45) 518 (37)	(44) 461 (41)	(29=) 584 (41)	(46) 436 (44)	(37=) 453 (44)	(29) 794 (43)	(17) 899 (39)	(26) 755 (38)	(31) 790 (38)	(34) 602 (38)	7782
39	YG	Silesmo, I.	S	Ventus	(39) 702	(32) 702 (36)	(23) 780 (33)	(42) 485 (36)	(43) 531 (38)	(40) 722 (38)	(30) 695 (39)	(32) 714 (36)	(34) 733 (36)	(28) 747 (36)	(45) 602 (37)	(42) 385 (39)	7760
40	YO	Urbancic, L.	ARG	Ventus B	(31) 746	(30) 756 (30)	(29) 734 (29)	(47) 281 (40)	(22) 778 (37)	(41) 673 (37)	(48) 174 (42)	(34) 708 (40)	(42) 643 (40)	(37) 674 (40)	(44) 603 (40)	(37) 579 (40)	7330
41	RJ	Haggenmüller, R.	A	ASW-20	(45=) 462	(40) 645 (46)	(32) 716 (43)	(36) 666 (42)	(29=) 584 (42)	(35) 786 (40)	(40=) 444 (41)	(37) 624 (39)	(46) 539 (43)	(42) 622 (42)	(43) 633 (42)	(38) 532 (41)	7238
42	HA	Enya, J.	JAP	ASW-20	(45=) 462	(22) 814 (43)	(39) 663 (41)	(39) 646 (37)	(46) 487 (43)	(36) 775 (41)	(22) 799 (37)	(47) 137 (42)	(36) 694 (42)	(41) 625 (41)	(42) 635 (41)	(39=) 388 (42)	7110
43	IL	Dimentstein, S.	ISR	LS-3A	(33=) 722	(39) °654 (38)	(40) 597 (40)	(40) 588 (38)	(24=) 584 (39)	(39) 725 (39)	(32) 672 (40)	(44=) 292 (41)	(38) 657 (40)	(46) 400 (43)	(30) 792 (43)	(46) 276 (43)	6942
44	2G	Dewachter, E.	B	LS-3A	(32) 724	(31) 703 (34)	(47) 454 (42)	(41) 531 (45)	(44) 530 (45)	(37) 760 (42)	(43) 434 (43)	(42) 483 (46)	(44) 561 (44)	(39) 646 (44)	(35=) 752 (46)	(48) 0 (44)	6345
45	ST	Ocampo, J.	ARG	ASW-20	(42=) 638	(46) 488 (45)	(43) 561 (45)	(45) 422 (46)	(47=) 417 (47)	(43) 588 (46)	(47) 237 (46)	(42) 483 (46)	(37) 679 (46)	(40) 629 (45)	(41) 674 (45)	(39=) 388 (45)	6181
46	4	Sada, R.	MEX	LS-3	(48) 176	(48) 287 (48)	(48) 0 (48)	(38) 661 (48)	(29=) 584 (48)	(42) 671 (48)	(33) °671 (48)	(41) 487 (48)	(47) 536 (48)	(44) 509 (47)	(47) 382 (48)	(26) 740 (46)	5684
47	K7	Oda, M.	JAP	LS-3A	(35=) 720	(47) °340 (47)	(42) 571 (47)	(46) 356 (47)	(24=) 584 (46)	(45) †457 (47)	(46) 260 (47)	(43) °447 (47)	(45) 556 (47)	(48) 254 (48)	(46) †519 (47)	(31) 642 (47)	5678
48	YP	Radic, S.	CHL	ASW-20	(45=) 462	(37) 669 (44)	(44)<540 (46)	(21) 801 (44)	(36) 572 (44)	(44) 459 (45)	(44) 391 (45)	(36) 637 (44)	(48) 172 (45)	(45) 443 (46)	(48) 0 (46)	(47) 225* (48)	5343

*=penalty for finish/landing violation; <=penalty for start violation; †=penalty for report-time violation; †=penalty for weight violation; °=penalty for TP photo violation.

Overseas News

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

Swiss Championships. The Swiss Championships were held at Sion in the Valais region from May 12-20. Pilots had to contend with difficult conditions caused by the Foehn wind which blew throughout the contest. Nevertheless, eight contest days were achieved. Class winners were Badum (Standard), Teunisse (15m) and Blatter (Open).

Schleicher's from 1951 to 1983. A French couple, Richard and Monique Ferrière, have written an illustrated history of the gliders designed and produced by Alexander Schleicher, Rudolf Kaiser and Gerhard Waibel between 1951 and 1983, and of the men who flew them to victory in competitions. The book reflects the enormous progress made in gliding during the period in question. It can be obtained (in French) from SEIDEC, 6 rue Francis Pedron, 78241 Chambourcy. The title is **Planeurs et Motoplaneurs d'Alexander Schleicher 1951-1983.**

Polish Championships. The 1983 Polish Championships, held at Leszno from May 22-June 5, were won by F. Kepka (Standard Class) and S. Kluk (Open Class). One of the two French pilots competing, Daniel Cassin, came second in the Standard Class.

3rd Women's European Gliding Championships. St Hubert in Belgium was the venue for the 3rd Women's European Championships (May 22-June 4). English was the official language, but there were no British competitors. After seven contest days, the winners were Marlis Bertram (LS-4) and Gisela Weinreich (LS-3A), both from Germany. German women occupied six of the ten leading places, the remaining places going to France, Belgium and Hungary. British women pilots should note that the next Championships will be held in 1985, probably in Yugoslavia.

Ernst-Günter Haase. Ernst-Günter Haase, Open Class World Champion in 1958 (Leszno, Poland), celebrated his 70th birthday on July 13. Well known for the HKS series of gliders, Haase is still an active gliding instructor and a campaigner for building in more safety factors in glider construction.

PIK 20E — 17m Version. The French firm SIREN has bought the moulds and right to build the Finnish PIK 20E motor glider. A 17m version is in preparation at the company's Issoire subsidiary and is due to fly in the autumn.

(Continued on p235)

UNFORGETTABLE DAY 4 AT HOBBS

GEORGE LEE, World Open Class Champion for the last three occasions, gives his impressions of the 18th World Championships at Hobbs and counts Day 4, which he won with a world record beating speed of 178.1km/h over a 522.8km triangle, "the best day I have experienced anywhere". Sadly George can't claim the record because the triangle didn't conform to the 28% rule and they weren't using the standard method of starting.

Well, we all expected it to be different and we were not disappointed! The countryside may have looked vaguely European as we descended into Dallas/Fort Worth, but the surface temperature was 10°F higher and the base of the scattered cumulus 5000ft higher than a "good" European day. The differences became even more pronounced that evening as we descended into Midland, fighting against the glare of the evening sun and the mounting effect of jet lag. Whilst marvelling at the dramatic sight of a wall of dust being sucked up into some very active clouds at an indecently high altitude, one couldn't help noticing that the main relief to the miles of scrubland was provided by numerous black, nodding oil "donkeys", and that outlanding possibilities seemed distinctly limited.

Modification work

Each member of the team had planned for an acclimatisation/fettling/flying period of varying duration at Odessa and thanks were due to Wally Scott, Red Austin and Alex Aldott for their assistance in setting up our operations. There was a considerable amount of modification work to be done on both Nimbus 3s and it was just as well the intrusion of very humid air from the Gulf of Mexico kept the soaring conditions below par!

Towards the end of our stay at Odessa we enjoyed a couple of days with better weather which enabled each of us to carry out usefully long flights in the Hobbs main task area. Throughout the familiarisation period the top of the convective layer varied between 7000 to 10 500ft asl (Odessa 3000ft asl), with the visibility ranging from poor (by Texan standards, excellent by European standards!) to normal (very good indeed!). Cumulus generally started forming around midday to one o'clock and it seemed possible to stay airborne until dark on at least some of the days.

Conditions at Odessa had been good by our standards but we got a taste of what we might expect during the Championships on the day we flew up to Hobbs for the official practice period. Thermals were blue and of limited depth as far as Hobbs, but to the north and west the depth of convection increased and cumulus formed, eventually resulting in cu-nim development. Lift of at least 8kt was available under the better clouds and with a base of 15 000ft asl (Hobbs 3700ft asl), the flying was exciting!

The official practice period provided conditions that proved to be fairly typical, with bases around 11 000-12 000ft asl, generally good lift but with a tendency to go blue in certain areas. Two aspects of the flying during this period were reassuring: first, navigation in general did not seem too difficult, although there were stretches where holding an accurate compass heading was important, and secondly, the general distribution of airfields throughout the operating area enhanced the outlanding prospects.

The flying during the Championships was always challenging, often exhilarating and sometimes unpredictable. To take the points in reverse order, an example of the unpredictable was the presence of thermal wave during at least two of the tasks, enabling competitors to climb 5000ft above cloudbase. Most of the tasks provided stretches of exhilarating flying but the task on Day 4 proved to be exhilarating from start to finish. It was certainly the best day I have experienced anywhere, consistent 8 to 10kt lift combining with a 16 000ft asl cloudbase to permit speeds that I would not have thought possible.

Flying challenging

Perhaps the tasks could have been a bit longer during the first half of the Championships when the conditions were strong but the task size during the second half seemed about right and, as I have said, the flying was always challenging. One of the most challenging aspects was the need to stay mentally alert for the gear changes required on almost every task as the soaring conditions changed. Variations of airmass and topography predictably accounted for the majority of the changes, the most striking example being that of Day 6. The task for the Open Class was a 485.6km quadrilateral and the first leg provided regular blue thermals of medium strength to about 10 000ft asl. The relatively short second leg seemed to go on forever as we battled against a strong SW wind under small, torn cumulus using thermals with unbelievably narrow cores. The second TP was at the edge of an airmass change and we enjoyed an all too short involvement with regular thermals under well-formed cumulus before pushing out into the wide blue yonder. In fact the blue produced strong, regular thermals to 14 000ft asl!

Vast airfield

One of the regular challenges competitors faced was the problem of getting the final glide right — at times it seemed to be almost impossible as large surpluses or deficits of height were eroded by long stretches of sink or lift. Finally, the sheer size of the airfield was such that pilots had to be quite clear in their minds as to where they were final gliding to!

One particular feature of the Championships which many pilots had no experience of before was the ground photo clock system of starting. (See p205). We all had some doubts about the system, particularly relating to the importance of achieving good photographs, but in practice it seemed to work extremely well and certainly removed a lot of the hassle normally associated with starting.

The onus is obviously on the pilot to do everything he can to produce good photographs, but the main work-load is on both those members of the ground organisation who are responsible for the precise movements of the panels and the photo interpreter. As far as other aspects of ground operations were concerned, many individuals made praiseworthy contributions to the overall success of the Championships, but if I could single out a particular group, I felt that the tug pilots did a most commendable job under challenging conditions. The large concrete ramp that was used for the majority of take-offs and landings proved to be very adequate, although occasional "unusual" crosswinds did make for some interesting moments!

The SSA is to be congratulated on organising what turned out to be a most successful and enjoyable World Championships, particularly bearing in mind the compressed timescale of events with which they were faced.

From a personal point of view the high point of the Championships was during that unforgettable Day 4 as I climbed in 10kt to a height from which I could commence a final glide that was worthy of the superb conditions. On the other side of the coin my low point was the feeling of frustration and disappointment as a very active cu-nim forced me to land at the second TP during Day 3. However, there is always the proverbial silver lining and, having landed at Snyder airport that day, I spent the hours waiting for my crew to arrive by swapping soaring experiences with a most hospitable gliding couple from the local area, Charles and Jo Shaw, as we enjoyed one of the most dramatic sunsets I have ever seen.

As for the performance of the British team, a lot of valuable experience was gained but I think we all had reservations about the quality/consistency of our flying. There is little doubt the flying was very different from what we are most used to — having said that, I am sure each of us has conducted a comprehensive appraisal of his own performance.

Andy's winning day

ANDY DAVIS, our youngest team member, who won Day 3 in the Standard Class completing a 377.4km triangle in a LS-4 at 139.7km/h, recalls that flight.

After my dreadful performance on Day 1 (he came 38th) I decided the only way to catch the leaders was to throw caution to the wind and to continue this policy for the rest of the competition. Launching into the blue on Day 3, some isolated cumulus soon formed at 14 000ft just west of Hobbs. Cumulus were already well developed far to the east and several large storm cells were forming to the south. These factors called for an early start, but a thick belt of cirrus depressed cu formation on track, so I waited with increasing unease for some cu to form.

Eventually a few wispy cu started forming some 40km out, so climbing to 13 500ft over Hobbs I took my start pictures and set off into blue still air at 100kt. Arriving at 8500ft the first wisp produced only turbulence but the second gave 9kt and took me to 11 500ft. With two more climbs I turned at Midland at 9000ft having averaged 160km/h for the first leg. Looking ahead there was considerable over-development and in the distance two thunderstorms were building rapidly. There was very little sun on track, so I deviated north-east to an angry looking cumulus which produced 13kt to cloudbase at 13 000ft. Electing to stay high, I cruised towards the second TP at a ridiculously conservative 80kt. The cloudbase dropped sharply with my glide angle and 15 miles short of the TP I climbed at 4kt to cloudbase at 10 000ft.

Vital decision

Darting in between two raging storms I took my pictures and faced a decision of whether to fly north-west under one storm to an active shearline or to retrace my steps back towards Midland and certain but weaker lift. A deluge of rain and massive sink soon convinced me that I should take the latter course. I tip-toed south-west under the spread out. Down to 7000ft a ragged cumulus produced 4kt. With a comfortable margin of height I elected to press on to the next cloud which took me at 7kt to the 12 000ft cloudbase and I turned towards Hobbs and sunshine at 90kt underneath a huge area of overcast sky.

Into the sunshine at 6500ft, I slipped under a ragged cumulus giving 5-6kt. Looking ahead, a building cloud street was tempting but risky, so I stayed with 5kt and climbed to 10 000ft 88km from Hobbs. Pushing on at 100kt, the good cloud street offering 8kt under every cell, I increased speed to VNE and kept running. Soon Hobbs appeared. I was much too high despite running 64km at VNE and crossed the line at 1000ft.

After an agonising wait the official results showed I was in first place and my overall position had improved to 22nd

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END OF TERM REPORT

MIKE POPE, British team manager

My term as team manager has been somewhat turbulent! When appointed I was looking forward to a World Championships in Argentina during January 1983, but after our slight disagreement with the Argentinians we ended up at Hobbs, New Mexico in June/July!

Other issues which sparked off heated debate and correspondence included the levy, my budget for uniforms, the number of pilots we should send and the AUW of gliders in the Open Class.

A full report of the Championships is in this issue, so there is no point in my duplicating information. It is far better that I dwell on the build-up to the World Championships, a few observations on the event and some comments on the budget, while trying not to rub salt into any wounds I have produced by my past articles!

Enormous amount of effort

The team manager's task is basically to ensure that the pilots have the best available gliders to fly with all necessary supporting equipment. He must arrange transport of equipment and personnel, housing, cars, insurance, uniforms and finance. It all sounds so simple, but requires an enormous amount of time and effort.

The supporting equipment encompasses a wide range of items to be obtained from salt tablets, to a tape of the National Anthem, to a snakebite kit and last, but not least, Kitty! After months of effort, I thought I had everything organised until 36 hours before my departure, when I received a telephone call from Odessa with the sad news of John Delafield's heart problem. It took a considerable amount of time and effort to enable Martyn Wells to join the team 48 hours after the telephone call.

During the last two years, a levy on the membership of clubs has been introduced and although some members of the gliding movement do not agree with the system, it is undoubtedly the fairest method of raising funds to support a British gliding team. Unfortunately, the level of the levy at 50p per member per year is too low and accordingly I have spent a considerable amount of time and effort trying to raise additional funds. I am extremely grateful to the following for their generous donations, which total over £1150:

L. E. Rotter	R. Dixon
P. Handover	P. Janes
L. K. Forsey	H. Ober
J. Ruskiewicz	M. Clarke
C. M. Mack	D. Innes
P. A. King	C. C. Lyttleton
T. Harrington	J. F. F. Lathbury
P. W. Lever	J. H. K. Jefferson
Rika Harwood	C. Taylor
W. Tootell	D. M. Holliday
M. Hudritt	C. Nicholas
R. Ashurst	T. Bradbury
P. N. James	F. Russell
P. Lazenby	J. Woodford
C. G. L. Mec Masterman	V. Griffith
B. J. Willson	B. Blakeney
P. A. Gaisford	C. R. Simpson

Kitty Contests were held during 1982 at four sites and the winners were: Booker, Wayne Aspland; Shobdon, Tony Maitland; Enstone, Richard Forest and Winthorpe, C. Townend.

A programme of six Kitty Contests was announced for this year, starting on April 16 and ending on May 29, but with the worst weather encountered at the start of any season for many years, no task was accomplished at Lasham, Nympsfield, Husbands Bosworth or Dunstable. A small triangle was flown on one day of the Bicester event and some 50km was achieved from Sutton Bank! The 1983 winners were therefore Bicester, Bill Tootell; Sutton Bank, Carol Taylor. Despite the miserable gliding conditions this year, my thanks to those who tried to participate and congratulating those who won! A special Kitty Contest was also held at the Four Counties Club, but I have not been supplied with the winner's name. Nevertheless, an amusing card was delivered to Hobbs, together with the proceeds of the Competition amounting to $166.

My budget for uniforms motivated John Gibson to write two very strong letters on the subject and I am sure he and some others will be delighted to know that the total cost of dressing our team amounted to less than £200 as a result of the very generous help from Mike Carlton, who supplied all the shirts, and Levi Strauss, who supplied the trousers and a further shirt for all members of the team. The pilots and I did wear blazers at the opening ceremony, as did several other teams including our hosts! It was hot, but we did look smart and appeared on British and American television!

The organisers permitted up to six pilots to be entered from each nation and when the decision was made to send only four British pilots, there was considerable dismay and disagreement within the gliding movement. Unfortunately, those with the loudest mouths had the tightest pockets! I would have been delighted to have had two more pilots at Hobbs, but we simply could not afford it.

When my original budget of £27 000 was published, it was based on $1.70 to the £, but by the time we departed the rate had shrunk to $1.52, and accordingly many of my cost estimates had increased. Cost savings were accomplished by reducing the team in size by excluding our own Met man and repair man; but the greatest cost-saving achieved was as a result of the logistics help given by the RAF for which we should all be very grateful. Further cost savings were achieved by the

Make Insurance problems just plane sailing . . .



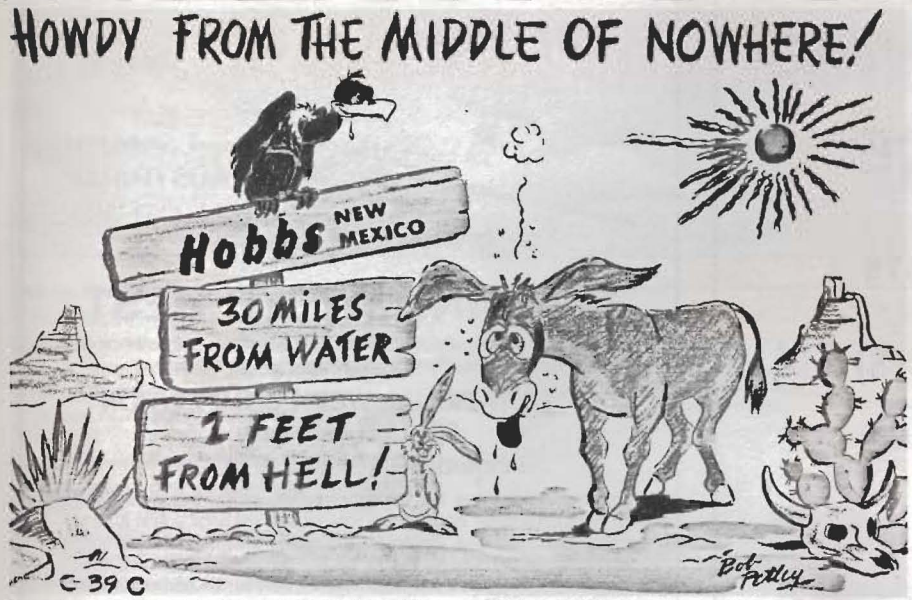
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generous help given by Don Loucks, Mike Carlton, John Mills, Rick Horst and Harold, John and Doug Evans who provided vehicles for our use at Hobbs. A full account of the expenditure will be published in the next S&G, but the likely total cost will be about £23 000.

Penalty reduced

A lot had to be achieved before leaving for Hobbs and the Championships were certainly no holiday!* There is a mass of work to be accomplished between the briefing at 10am each day until the pilots have either landed back and reported in or the crews have joined up with the pilot on the retrieve. The only official protest during the entire Championships was presented by myself to the International Jury. I am pleased to report that despite failing to obtain a two-thirds majority on the first issue by one vote, we won the second element of the protest which resulted in the penalty against George Lee, for being overweight, being reduced. In addition the $150 deposit to make the protest was returned.

Hobbs was certainly not the most beautiful area for a World Championships. A vast disused World War II airfield set in a location which is flat for as far as the eye can see is hardly my idea of beauty and the postcard I bought entitled "Howdy from the Middle of Nowhere" and with a signpost marked "30 miles from water, 2 feet from hell" is perhaps how the locals feel. The inhabitants of Hobbs could not, however, have been more friendly and kind. Whether you were buying a meal or a gallon of petrol the local expression always given was "Y'all come back"!

The British camp was centred around Rick Horst's caravan which had a large canopy to give some protection from the sun. Adjacent to Rick's vehicle was an air conditioned unit rented by Tug and Marlene Willson and they kindly let us hold pilots' meetings there.

We were very fortunate in having the support and expertise of Harold Evans as Met man to our team. He had volunteered to crew and came with his two sons and two grandsons — then it was discovered he had been a Met man for 18 years. So while he concentrated on Met his family helped with the crewing.

Although we did not win any of the Classes, the British team did achieve the following successes:

(a) George Lee flew the fastest speed of the entire Championships.
(b) Martyn Wells and Andrew Davies both won a day.
(c) We were third in the singing contest.
(d) Kitty was kidnapped, had an affair.with the Mexican bear and had an offspring!
(e) Together with the Guernsey team we hosted the best party. Special thanks go to Herbert Ober, who so kindly donated £50 to be spent on drink to celebrate our success or drown our sorrows!

After the triumph of Paderborn, why did we not do better in America? Our team was selected in October of 1982 and the appalling weather in this country during the spring meant that none of our pilots had had any worthwhile practice since the summer of 1982. The practice period at Odessa which ranged from five to 14 days for each of our pilots was simply not enough time and could not make up for the lack of practice during the first six months of the year. The Odessa practice period was also marred by moderate weather, which meant that some of the practice days were certainly not representative of the conditions to be encountered at Hobbs. The restructuring of the team after John Delafield's withdrawal also resulted in Bernie Fitchett having very little experience of flying the Nimbus 3 and Martyn Wells even less time to practise on the Ventus.

Practise before contest

I believe that consideration should be given to selecting the team for future World Championships at an earlier stage to ensure the team can practise preferably at the contest site in advance of a World Championship. This will particularly apply to Rieti, where mountain flying experience will be absolutely essential if any of our pilots are to succeed there in 1985.

To end on my least favourite topic, we still need more money! The next Championships are in two years' time and in 1987 they will be held in Australia. A limited number of British team stickers remain at 50p each, T-Shirts at £3.25 and Ties at £5.50. In addition, Dave Parker has kindly designed and produced attractive sets of coasters and table mats, which are available from the BGA at £5 for six coasters and £11 for a set of six table mats. Any further donations will be gratefully received by me at 123 Woodsford Square, Addison Road, London, W14.

I regret I will be unable to serve a further term as team manager, although I will be only too happy to help my successor in any way that I can. I am proud to have served the team, disappointed we did not win, but optimistic for the future.

One rest day out of 21 was hard on crews and myself.

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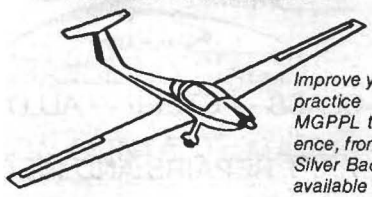


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1983 OPEN CLASS NATIONALS

Lasham — July 23-31

JANE RANDLE

Marconi Avionics sponsored the National Open Class Championships and Lasham Regionals this year. It was the idea of Peter Hearne who has been gliding for 44 years and a longtime member of Lasham.

A total of 71 500km were flown by 28 different types of sailplane during the six contest days. Not since 1968 have more than 80 sailplanes taken part in a single event in this country. The decision to mix the Open Class and the Lasham Regionals was a brave one and one which worked very well. There were 37 entries in the Open Class. The Regionals were divided by speed index Class A above 104% (22 entries) and Class B below 103% (18 entries).

Throughout the event, Marconi Avionics invited many distinguished visitors: politicians, civil servants, RAF officers, Air Traffic and CAA personnel and other members of the aviation and related industries. The people who make the decisions that affect gliding were given a comprehensive briefing on modern gliding techniques. During the contest 350 visitors were flown and many more were shown the equipment on the launch grid and had the opportunity to talk to pilots and crews. This exercise will benefit the gliding movement in general and it is hoped that the visitors enjoyed the splendid display given by this spectacular contest.

Continuous thunderstorms

On the Friday afternoon and evening the competitors gathered at Lasham under increasingly overcast skies. One group was driven into the caravan park looking rather sheepish in a low-loader carrying a car and towing their caravan. It was hoped that the car was not the towcar for the competition. During the night the hot weather of previous weeks broke with continuous thunderstorms.

While these were going on, there was a very loud bang — not a lightning strike, but a car driving into five parked trailers. Tim Macfadyen's trailer took the brunt and he lost the first contest day while his ASW-20L was mended. Tony Moulang and David Eade were very relieved to find their sailplanes though dented, were serviceable.

When the contest was opened by the Lord Lieutenant of Hampshire, Sir James Scott, the weather was gloomy and the prospects for a task seemed bleak.

Day 1, Saturday, July 23

Task: 200.5km ▲, Shaftesbury, Frome.

After a night of heavy thundery rain, a slot of clear weather moved over southern England. The air remained moist but cumulus development was less than expected; lift was rather weak and patchy with wide gaps. Cloudbase mainly 3000ft at best.



David Mitchell, Minister of State with special responsibility for Aviation, enjoying a pre-flight briefing from Ernie Cunningham. All Nationals pictures by Marconi Avionics.

Max temp 24°C, dew point 15°C.

Any fears about the ability to launch 82 sailplanes into a small gap of weather were quickly dispelled when all three Classes (including the two Regionals) were steam-launched in 1¼hrs. This was greatly facilitated by ten tugs and the energy of Tim's "Green Men" whose work with the ropes was remarkable.

The fastest pilots found conditions good to the first TPs. Ralph Jones had trouble at Frome, the symmetry of which he found difficult to orientate on. He diverted north of the ranges on the way back which was not necessary and this loss of time enabled David Roberts (Nimbus 2) from Cotswold GC to get within 3km/h of him. Later pilots were slowed-up by thickening upper cloud. Fifty-four completed the tasks. The day which began in disappointment, ended with spectacle for the Marconi visitors. In all three Classes the day was devalued because the tasks had been completed in less than 2½hrs. Earlier in the day, David Mitchell, Minister of State with special responsibility for Aviation, and his Permanent Under Secretary, Paul Twyman, attended the Championships and were flown and given a good idea what modern soaring entails.

Leading pos:		Km/h	Pts
1	Jones	85.1	942
2	Roberts	82.7	863
3	Rollings	77.0	837

Sunday

Tasks were set but the weather was very soggy and the expected clearance never materialised. Bill Walker, the BGA Parliamentary spokesman, visited the Championships.

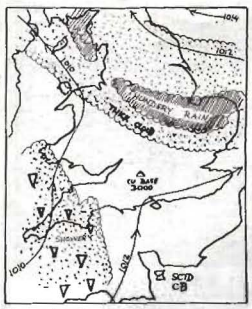
Day 2, Monday, July 25

Task: 227km ▲, Oxford (Headington roundabout), junction 15, M1.

Most areas except the SE of England were covered by low stratus and fog at first. This lifted into cu after midday. Cloudbase rose to 3700ft above Lasham but thick cirrus spreading from the south damped down convection by mid-afternoon. Widespread haze made visibility rather poor.

Max temp 25°C, dew point 15°C.

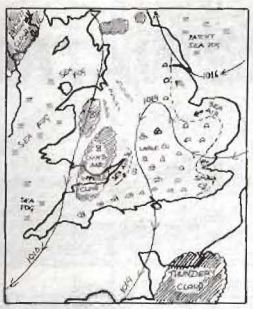
The Regionals were sent off as thermal fodder on a 186km triangle, Enstone Airfield, Thame, and groped about in the weak looking sky. As the first relights started to land, 21 year-old Clive Wilbey (Libelle) made a racing start. This product of the BGA Squad Training Scheme was flying in his first sponsored Regional contest. He won the day in Class B with a speed of 56.5km/h. Afterwards he said that he had left early so that there would be more of the day in which to do the task. David Watt, in Class A, explained that all you needed was faith because though the conditions looked nasty, they were all right. Another pilot did not agree: "Conditions were nasty when we left and they got worse". Not many pilots were so lucky as Mike Carlton, Open Class, who had the choice for his final glide of whether he needed 480ft or 520ft to get back to Lasham. Whatever it was, he arrived to land straight ahead and win the day at 71.7km/h. Twelve finished. The others were



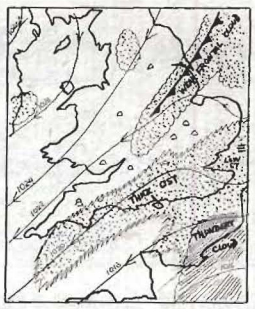
Day 1, July 23



Day 2, July 25



Day 3, July 26



Day 4, July 27



Day 5, July 28

Met information given by Tom Bradbury.

concentrated in the Basingstoke area and amongst the Roman remains at Silchester.

Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	Carlton	71.7	1000	1823	2
2	Taylor, J. J. T.	67.2	970	1741	4
3	Jones	67.0	969	1910	1

Day 3, Tuesday, July 26

Task: 254km ▲, Bath racecourse, Birdlip.

A small thundery low crossed the Straits of Dover and the associated upper cloud delayed the start of convection until near midday. Then cu formed with base rising to nearly 5000ft asl over Oxfordshire during the afternoon and lift was 4-8kt. At Lasham a shallow stable layer damped cu during the afternoon. The haze was again very thick.

Max temp 28°C, dew point 16°C.

Lovely racing day

All the struggles of the previous evening were forgotten on this lovely racing day. Mike Carlton, 108pts behind Ralph Jones, stuck to him like a shadow. Along the second leg, Ralph went to the east to avoid the sea air and had a good run back to achieve a speed of 98.9km/h, a mere .8km/h faster than Mike's ASW-22. Twenty-three pilots exceeded 80km/h and John Glossop and Ted Lysakowski, both ASW-17s, also exceeded 90km/h in the Open Class. The only Open Class landout was Derek Piggott (Janus C) who explained stoically as he rigged the big ship the following morning that he had failed to recognise the sea air in time.

In the Regionals, David Watt, Class A, put up the most spectacular performance of the day when he achieved a true speed of 99.9km/h, flying a 156km triangle. He was able to stay high and was thus able to choose the best stubble fires.

Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	Jones	98.9	1000	2910	1
2	Carlton	98.1	989	2812	2
3	Glossop	93.9	927	2303	=10

Day 4, Wednesday, July 27

Task: 244.6km dogleg O/R, Dunstable *via* Bicester.

The thunderstorms which failed to develop yesterday began to form over Oxford and Wiltshire overnight. This produced an area of clag in the narrowing slot between an advancing cold front over Wales and northern England and the persistent masses of thundery cloud extending north-eastwards from France. Early morning fog and low stratus was slow to clear over and north of the Chilterns and cumulus base was lower there during the afternoon. Very thick haze still covered the area.

Max temp 28°C, dew point 17°C.

After the previous day, this must have seemed a nightmare. Visibility was very poor and this delayed the start. The Open Class were launched and crept off into the murk. By the time the Regionals were launched, the thick upper cloud was reducing convection. Tannoy calls for crews soon started but a few pilots were struggling on.

To everyone's amazement three pilots finished the race. Mike Carlton went into the lead overall with a speed of 57.1km/h and 198pts. Tom Docherty (Nimbus 2c) who thought that a sense of smell was the best attribute for success though he admitted afterwards that patience was useful too. Jon Taylor in the Nimbus 3 found he got used to being low and just kept moving slowly along the track. Chris Rollings took a cloud climb near Oxford but miscalculated the drift and was left with insufficient height to reach Lasham. He landed 8km short. Meanwhile Ralph Jones had landed near Aylesbury. The question of points and the exact position of Y was a hotly debated question in the small hours as pilots got back from their retrieves. Had the people who landed at Dunstable passed Y? Perhaps this rule could be clarified in the long winter evenings.

Air Marshall Sir Ian Pedder (controller of National Airspace Service) presented the prizes at the 9.30 briefing. Later, Mr John Dent, chairman of CAA also attended.

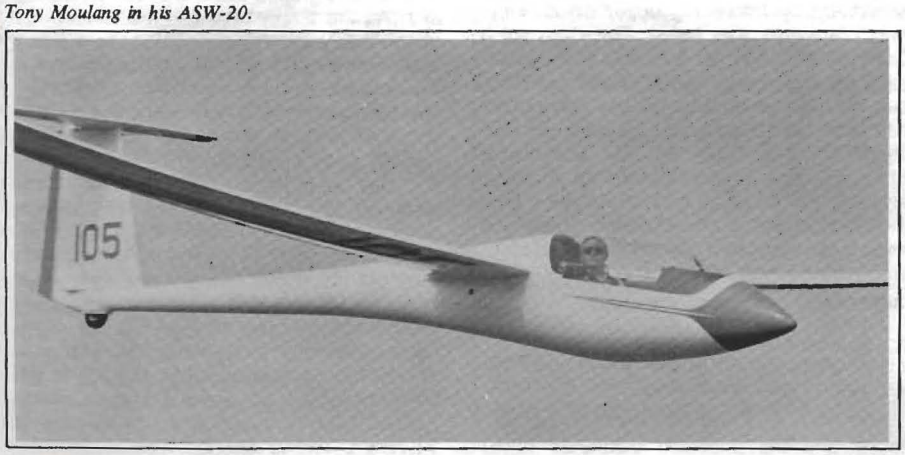
Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	Carlton	57.1	198	3010	1
2	Docherty	55.5	197	2272	12
3	Taylor, J. J. T.	51.1	195	2795	3

Day 5, Thursday, July 28

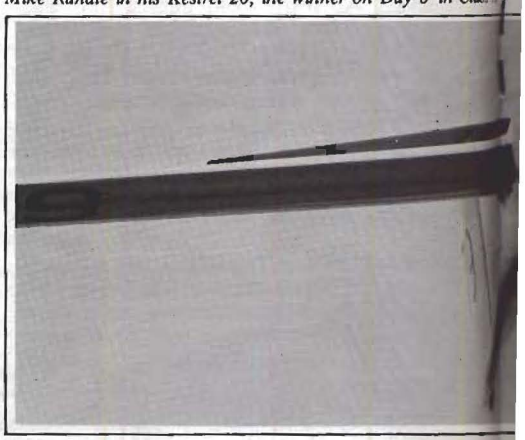
Task: 225km ▲, Shaftesbury, Colerne Airfield.

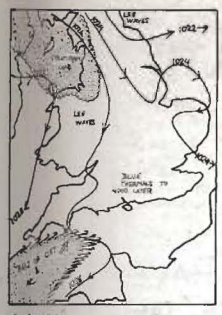
A very weak cold front moved across the area overnight followed by cooler, drier air with a fresh NE wind. A developing ridge across northern England produced a subsidence inversion at about 3500ft and as the air dried out, the early morning stratus lifted into cu and dispersed to give many blue thermals by midday. Visibility became excellent (for the

Tony Moulang in his ASW-20.



Mike Randle in his Kestrel 20, the winner on Day 6 in Class



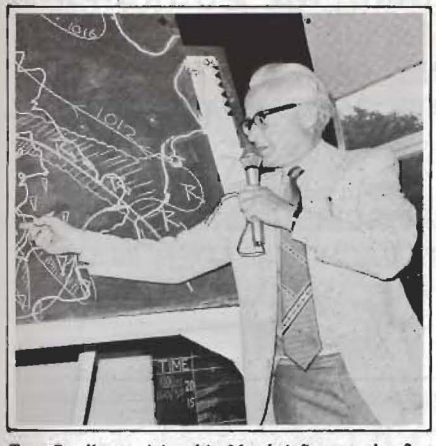


July 29



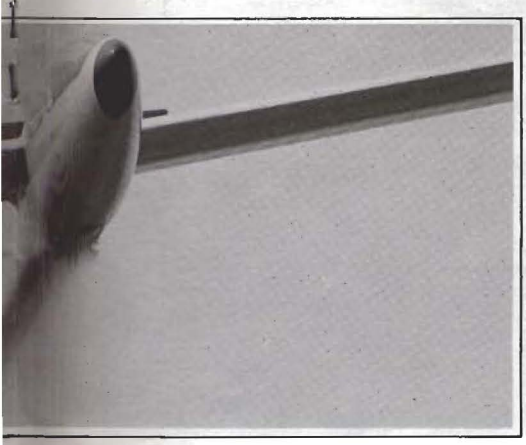
Day 6, July 30

first time this week), but areas of cirro-stratus reduced thermal activity at times. A major problem was the strong NE wind aloft which was 25kts early but moderated by evening.
Max temp 26°C, dew point 8°C.



Tom Bradbury giving his Met briefing on the first day.

By sending the Open Class out to the west once more, Chris Day ensured that they did not have an easy time. The visibility was crystal clear but the sea air played havoc with the thermals on the second leg. The big ships were almost down to treetop height, soaring the valleys near Bath and eventually Mike Carlton had to land. Others managed to get away. Ralph Jones described it as a day of survival and let others make the decisions. Tom Docherty had another good day — by now his patience was being well rewarded and Ray Foot was slow on the first leg, heard the





The chief marshall's energetic "Green Men".

drama ahead and managed to stay high to get round Colerne and then had a trouble-free run home.

Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	*Jones*	*64.4*	*945*	*3926*	*1*
2	*Foot*	*55.9*	*912*	*2683*	*16*
3	*Taylor, J. J. T.*	*54.4*	*906*	*3701*	*2*

Friday, July 29

The harassed expression worn by Chris Day was probably due to whether or not he was going to subject the Open Class, on the back of the grid, to the same torture by heat and confinement that the Regionals were suffering on their 125km triangle. His decision to scrub was greeted with loud cheers as they made off to the bar led by that well known Antipodean egg-laying mammal, who seemed to be missing his big wings.

Day 6, Saturday, July 30
Task: 316km ▲, Sutton (Bingham reservoir), Nympsfield.
A wide band of altocumulus moved north away from the area during the morning but until it cleared, temperatures were slow to reach the critical value of 27°C needed to break the inversion. Soon after 1300 the lid broke and blue thermals were able to extend up to 4000ft. Later in the afternoon, cirro-stratus spread over from the south-west reducing thermal activity. The sea breeze front reached Lasham just after 1800hrs but sea air probably spoilt the thermals over the western half of the Cotswolds much earlier. Stubble fires produced lift to 6000ft.
Max temp 29°C, dew point 14°C.

Once more there was a long wait on the baking grid. By 1300hrs the inversion broke and the Open Class were launched first. Who would normally start a 300km task after 1400hrs? Once away, though, the pilots tore along the first leg at speeds well in excess of 100km/h. It was a 28% triangle and a broken record was confidently expected. The radio went quiet as pilots turned for Nympsfield. Tom Bradbury had given a good warning at briefing about sea air and how right he was. The grovel started and only the very cunning and experienced pilots survived to creep back along the last leg where conditions were being affected by high cloud. Swindon eventually produced some lift and the surviving gaggle all climbed in a stubble fire at Lambourne. This meant that they arrived back together and the air was suddenly filled with huge sailplanes. It was 1830hrs. Casualties included David Watt down near Wootton Bassett and Hamish Brown who had flown so consistently to be highly placed in his Kestrel 19. Chris Rollings waited at Lasham for the thermals to go to 5000ft. His late start enabled him, like Mike Randle in Class A, to use the rest of the competitors as thermals markers.

Leading pos:		Km/h	Pts	Ov'll pts	Ov'll pos
1	*Rollings*	*75.7*	*1000*	*4183*	*5*
2	*Jones*	*74.5*	*990*	*4916*	*1*
3	*Glossop*	*72.1*	*970*	*4025*	*7*

Benefit to the inexperienced

The Championships ended without a task on Sunday, July 31. Much had been achieved: it was proved perfectly practical to hold contests of varying standard without detriment to any. Indeed positive benefit to the more inexperienced competition pilots. The organisation ran like clockwork which is what we expect from Lasham now, yet it is a wholly amateur organisation that prepares for the contests.

Ben Watson, chairman of Lasham Gliding Society and vice-chairman of the BGA, thanked Marconi Avionics for their generous sponsorship. They had found the right formula and one that would benefit the gliding movement as a whole. Sir Austin Pearce, chairman of British Aerospace presented the prizes. For Ralph Jones this was his fourth Open Class triumph.

Regionals: Class A was won by A. E. Kay and D. S. Watt (ASW-20FL) and Class B by D. J. Eade (LS-4). The full results will be in the next issue.

Ridge Soaring the Bald Eagle Ridge

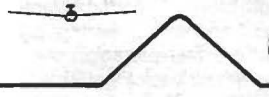
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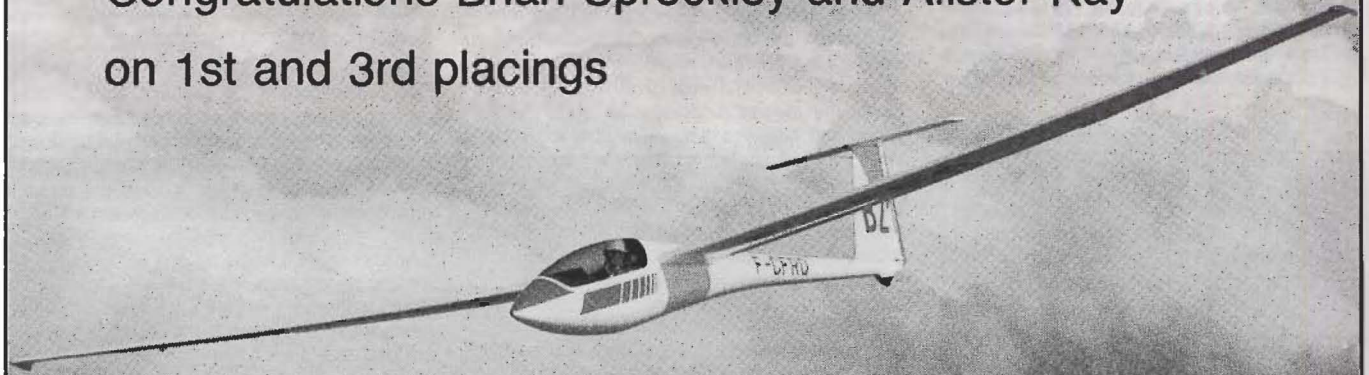
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FINAL RESULTS

Open Class

Fin. pos.	Pilot	Comp. No.	Glider	DAY 1 23.7 200.5km ▲ Shaftesbury, Frome			DAY 2 25.7 227km ▲ Oxford (Headington r'bt) junction 15, M1			DAY 3 26.7 254km ▲ Bath racecourse, Birdlip			DAY 4 27.7 244.6km dogleg O/R Dunstable *via* Bicester			DAY 5 28.7 225km ▲ Shaftesbury, Colerne			DAY 6 30.7 316km ▲ Sutton (Bingham reservoir), Nympsfield			Tot. Pts.
				Speed (Dist.)	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	Speed (Dist.)	Pos.	Pts.	
1	Jones, R.	82	Nimbus 3	86.1	1	942	67.0	3	968	98.9	1	1000	(105.6)	=12	71	64.4	1	945	74.5	2	990	4916
2	Taylor, J. J. T.	26	Nimbus 3	71.9	5	771	67.2	2	970	89.3	6	859	51.1	3	195	54.4	3	906	69.9	6	953	4654
3	Roberts, D. G.	130	Nimbus 2B	82.7	2	*863	58.9	11	914	89.3	5	860	(134.4)	5	94	196.8	=8	707	70.6	4	958	4396
4	Cook, P. G.	200	Nimbus 2cs	70.8	=6	757	220.0	=14	728	86.5	12	818	(122.4)	=6	84	52.9	4	900	64.2	10	906	4193
5	Rollings, C.	58	Jantar 2	77.0	3	837	220.1	=14	728	87.6	9	833	(236.9)	4	179	171.5	=17	606	75.7	1	1000	4183
6	Docherty, T. P.	727	Nimbus 2c	61.6	19	638	203.8	26	669	83.2	20	768	55.5	2	197	43.9	6	865	63.1	12	897	4034
7	Glossop, J. D. J.	29	ASW-17	65.0	16	683	210.5	=21	693	93.9	3	927	(106.7)	=12	71	190.2	=10	681	72.1	3	970	4025
8	Pozerskis, A.	95	Nimbus 2	67.8	=10	718	61.7	8	932	85.2	15	798	(76.9)	19	47	148.4	20	514	68.3	7	939	3948
9	Brown, H. F.	617	Kestrel 19	67.0	12	708	61.4	9	931	81.8	22	748	(122.4)	=6	84	48.5	5	883	252.0	=23	541	3695
10	Lysakowski, E. R.	40	ASW-17	70.0	8	747	60.4	10	923	91.7	4	894	(98.9)	15	65	190.1	13	680	267.3	19	577	3886
11	Taylor, J. R.	107	ASW-20FL	63.8	17	667	218.6	16	723	86.3	13	815	(73.7)	20	44	187.4	14	670	65.2	9	914	3833
12	Fleming, A. M.	57	Nimbus 2	70.8	=6	757	64.2	=5	949	81.8	21	749	(81.9)	=16	51	190.2	=10	681	279.1	16	604	3791
13	Purdie, P. G. H.	134	Nimbus 2c	66.7	13	704	204.2	25	670	79.7	25	717	(81.9)	=16	51	190.2	=10	681	64.1	11	905	3728
14	Batty, C. J.	696	ASW-20	67.8	=10	718	183.7	29	596	84.1	18	782	(113.9)	10	77	178.7	15	635	58.7	14	861	3669
15	Moulang, A. P.	105	ASW-20L	59.2	22	607	207.2	24	681	87.3	10	829	(59.3)	23	32	133.0	=22	452	70.5	5	957	3558
16	Foot, R. A.	90	Nimbus 2	103.5	31	181	220.4	13	729	84.9	16	794	(101.7)	14	67	55.9	2	912	60.0	13	872	3555
17	Carlton, M. R.	119	ASW-22	75.9	4	823	71.7	1	1000	98.1	2	989	57.1	1	198	135.2	21	461	DNF	=35	0	3471
18	Pozerskis, P.	260	ASW-17	61.4	20	636	64.1	=5	949	84.0	19	781	(122.4)	=6	84	133.0	=22	452	252.0	=23	541	3443
19	Hartley, K.	195	Nimbus 2	65.5	15	688	62.8	7	940	79.0	26	708	(26.7)	30	6	196.8	=8	707	179.7	34	372	3421
20	Throssell, M. G.	ZO 975	Janus C	56.1	26	567	175.4	32	566	88.5	7	848	(32.0)	28	10	177.8	16	631	293.7	15	638	3260
21	Szulc, B. J.	313	Ventus B	55.7	27	562	56.0	12	894	85.4	14	802	(23.4)	31	3	133.0	=22	452	245.4	26	526	3239
22	Davies, F. J.	985	Kestrel 19	69.5	9	740	217.1	19	717	74.2	28	636	(81.9)	=16	51	133.0	=22	452	243.6	27	522	3117
23	Cruse, C. M.	709	Nimbus 2c	96.5	32	166	217.4	=17	718	69.8	33	572	(61.4)	22	34	171.5	=17	606	65.7	8	918	3012
24	Young, J. R.	120	Nimbus 2	66.4	14	700	180.2	=30	583	86.7	11	821	(28.5)	29	7	95.7	29	303	264.3	21	570	2984
25	Jefferyes, M. B.	656	DG-202	56.2	25	568	210.5	=21	693	84.7	17	792	(109.9)	11	74	94.4	30	298	220.4	=29	468	2893
26	Piggott, A. D.	ENR	Janus C	58.6	23	599	217.4	=17	718	194.2	36	201	(57.7)	24	31	219.3	7	797	220.4	=29	468	2814
27	Reading, P. T.	826	Kestrel 19	154.4	29	*245	199.2	28	652	71.9	32	602	(66.9)	21	39	164.5	19	578	272.9	17	590	2706
28	Bird, M.	8	ASW-20L	62.5	18	650	180.2	30	583	72.4	30	610	(20.8)	32	1	104.4	26	338	239.4	28	512	2694
29	Russell, F. K.	604	Glasflugel 604	46.7	28	446	160.9	35	513	61.9	35	454	(48.1)	25	23	92.5	31	290	270.7	18	585	2311
30	MacFadyen, T. E.	801	ASW-20L	DNF	37	0	162.1	34	517	77.6	27	686	(116.4)	9	79	103.9	27	336	252.0	=23	541	2159
31	Sole, L. J.	70	Jantar 1	81.8	34	134	208.9	23	688	81.7	23	747	(34.3)	=26	12	DNF	=34	0	253.7	22	545	2126
32	Gardiner, D.	363	Kestrel 19	73.0	35	115	67.1	36	171	79.9	24	721	(14.0)	=33	0	99.6	28	318	211.2	32	446	2119
33	Steiner, P. H.	R2	ASW-17	58.1	24	593	200.3	27	656	88.3	8	845	(35.0)	=26	12	DNF	=34	0	DNF	=35	0	2106
34	Hanfrey, A. W.	54	Nimbus 2	22.9	36	6	66.8	4	967	73.2	29	622	(0)	=33	0	0	=34	0	218.0	31	462	2057
35	Tull, V. F. G.	415	Kestrel 19	119.7	30	216	167.7	33	538	72.4	31	609	(20.6)	=33	0	25.9	33	23	205.4	33	433	1819
36	Manley, K.	782	Cirrus	86.4	33	144	65.2	37	*165	63.1	34	472	(4.4)	=33	0	64.1	32	176	265.3	20	572	1529
37	Ellis, J.	112	Kestrel 19	61.3	21	634	216.2	20	714	DNF	37	0	DNF	=33	0	DNF	=34	0	DNF	=35	0	1348

*Photographic penalty.

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COMPETITION ENTERPRISE — *in the land of Leaping Fish*

June 25-July 2, Aboyne

CHRIS RIDDELL

Anne, Robert and I were driving to the city of Perth on the motorway. We looked north to the Grampians. There above those high hills were stacked layers of lenticular clouds, each curved like salmon leaping in some Scottish river.

It was Saturday May 25, and with the Sprite on tow, we were to fly at Aboyne in Competition Enterprise. This was to be my first visit to this legendary site and the first time in Enterprise. I was intrigued with the Enterprise concept that Philip Wills had founded when, towards the end of his life, he rejected the closed circuit speed task. He felt that it lost the sheer joy of flying and the excitement of discovery as the land unfolds below the soaring pilot.

At the Sunday briefing, Lemmy Tanner, Deeside Club chairman and Competition Enterprise Committee Man, gave the results for the day before. The waves had done their stuff. Mike Garrod, the Met Guru and fond Jantar owner, had risen to 21 000ft. However the day was won by Chris Simpson who had flown his ASW-20 over 318km in wave to complete the cat's cradle task. Maurice Clarke in the smaller Cirrus had gone nearly as far to cover 262km for second place. Colin Cruse in the big Nimbus 2 came third on handicap.

Flew with caution

Mike forecasted waves again with cloudbase at 6000ft and tops he knew not where. Winds were 290° 30 to 40kt. All the six TPs were to be reached by wave, and each had an alternative in case the first TP was obscured by cloud. To the west there was Rhos Du House on the western shore of Loch Lomond, just far enough from Aboyne for a Diamond goal O/R. Other TPs were scattered along the way, Lock Muick, Spittal of Glenshee, Pitlochry, Loch Tay east and west. They showed us how Jack Harrison, who was to set the tasks for the meeting, saw wave cross-countries. He flew with caution and took no chances.

Jack briefed me on the site and we discussed the waves and where to find them. The tow was rough — mighty rough — and I hoped we had made the sailplane strong enough. Finally we reached the smooth air over the loch and into the wave in the lee of Morven. It took 15min to reach 10 000ft from the 2500ft release point. It was the strongest wave I had flown for a long long while.

At 14 000ft I was able to see the waves' extent. It extended along the valley floor across the Spittal of Glenshee and then to Lochs Tay and Lomond. I spent the day flying over the local area to get a feel for the Grampians. Maurice Clarke won the day with an O/R of 588km. Dave White came second in his Vega and covered 581km. Flying the Astir (R82), Peter Griffiths came third with 519km while Colin Cruse with his big wings was fourth on handicap. It was a great day. We heard later that Tom Docherty, flying out of Portmoak, had completed the first 500km triangle flown within the boundaries of Scotland.

Later that night Lemmy Tanner announced there would not be a briefing on the morrow, instead it would be held the night before. Most took the news calmly. It was uneasy. Where was all the detailed instruction that I expected and allowed me to do only the modicum of thinking about the task? This was to be pilot's selected goal — a relic from the past — but as Lemmy explained, pilots could take off as early as they liked.

Wild talk of Diamonds

The deceptively casual and informal atmosphere had misled me. I didn't think it was a competition. True Chris Simpson remarked at breakfast that the wave had looked good at 5 o'clock but I thought little of it. Breakfast finished, we motored to the field to be met with wild talk of Diamond heights.

Alan Clarke showed me his trace. He had been launched at 7.20am and was back on the ground two hours later with the elusive prize. Lemmy Tanner had first launched John Cadman at 7.05am in Justin Wills' LS-4.

Chris Simpson was visibly shocked at the news of Cadman's flight. "I talked him into it last night," he said. "He might have said he was going." I felt for Chris. Somehow this enthusiasm did not seem right to those conditioned by many years of startlines and the chuminess of the gaggle.

John Cadman had climbed quickly in the wave to 13 000ft and flew down to Loch Lomond and to Helensburgh where he was given clearance through the Glasgow zone. He flew downwind to Newcastle to arrive at 10.30am. But there the waves stopped and he continued his flight in convection to land near Melton Mowbray at 4pm. His crew were close behind and by travelling ovemight, they were back at Aboyne for the briefing the next morning. He had flown 485km.

However John's excellent flight did not give him top marks for the day. Dave White had taken his Vega down to Loch Lomond again for his Diamond goal flight. It took him 3hrs and 10min. Dave said: "I didn't realise how good it was as I flew there at 12 000ft. On the way back I speeded up and came back at 8000ft at VNE with the wingtip splitting the wave cloud."

Bob Rodwell was third in his Phoebus with 377km but landed out. Ron Davidson took his Mosquito to fourth place after an O/R of 180km. Colin Cruse had followed John Cadman south but had not scored well on the day. Lemmy Tanner said of his landing place at Hexham south of the Border: "It wasn't very far." I realised that this was a different game.



Northern Scotland super-imposed on southern England to the same scale.

Slowly I was beginning to see what Enterprise was about. We weren't expected to fly a pattern for there were no speed marks. To score well you had to fly for as long as the conditions lasted, but the flight must achieve the greatest distance between predetermined turning points, and there was a bonus for landing back at Aboyne. In this scheme there was no upper limit of 1000pts. The field made its own decision to go so no pilot could feel that he had been held back unnecessarily. There was no derating a day because only a few flew and distances were not great. If a pilot was the only one to fly 100km in four hours then he got the benefit. I was beginning to see the point.

The waves that had been so good now faltered with the warm front that came across Scotland on June 28. Jack Harrison just did not think that cross-countries were on over the low cloud that hung to the hills. Instead he declared a gain of height competition. Pilots were to fly over the Aboyne field and were to be identified by their crews to an observer. The pilot then declared his height over the radio. There was also an award of absolute gain of height.

Morven gave us a wave. A pale watery thing with much cloud when compared with the days before. Lift was slow at about 2kt but we climbed among the gossamer lennies. I couldn't find a way above 8500ft but Paul Griffiths took Astir (R82) through the stratus layer to 16 600ft further west over Ballater. Chris Nicholas achieved a gain of 13 800ft in his immaculate K-6E. David White found time to go up to gain 12 500ft in his Vega once more.

On Wednesday Justin and Gillian Wills joined us. They had just retumed from New

Mexico where at Almoragordo, Justin had been trying for a 1000km cross-country in the very favourable convection that occurs there at that time of year. He told of his flights that had only just failed to break the coveted distance. Almoragordo is going to be a must for the ambitious pundit. Being well south thermals start early in the day and last longer in the evening so that very long flights can be made to the north into Colorado, and beyond. I found it a fascinating concept.

The weather was not good with shower clouds sweeping across the hills in a northwesterly, but the circulation was just enough to keep a sailplane flying. Justin took off in the weak convection and achieved 96km, Chris Marren (DG-100) flew 84km and Colin Cruse came third with 91km, but it was not a day of any significance.

On Thursday the weather again looked unimpressive, so for us this was a day for the crew and we went to lunch at Crathes Castle on Scotch salmon and white wine. I had a hunch that it would wave later in the day and we returned to the airfield at 4.00pm. Then followed that agonising hour: to fly or not to fly, that was the question? Happily the decision was resolved when the clouds started forming up the Dee valley to show the presence.

This wave was different again. Weak at first, I ventured as far as Balmoral and then returned to Aboyne to get a few more points in the meeting. The wave stretched east from the field to the coast. I followed it past Banchory and turned at the zone boundary. By now the wave was well established and flying at 5000ft was possible. I cruised back past Aboyne, Balmoral, to Braemar. There I joined



What the best dressed Enterprise pilot was wearing in 1983! Bill Longstaff took his self-portrait at 18 600ft on June 26.

six and more sailplanes including the Olympia from Aboyne. The light was bad. The stratus layer was punctured here and there by shafts of late evening sunshine while behind us there was a vertical wall of cloud that stretched to the dark hills far below. It was as if I had strayed into a Lanseer painting of a century before.

The lift was good and sustaining 5000ft along the length of the Dee valley was not difficult. I flew back to the site and gained a unsurpassed view of Balmoral Castle and its policies.* I landed at 9.00pm having turned Marr Lodge to the west, but others stayed in the wave until dusk. Ron Davidson was the last to land. He came in at 10.25pm.

Friday, July 1 was different again. Weak convection existed over the site. Chris Simpson used it to go to Huntly and back to the north and then set off to land at Banff on the Moray coast. Trevor Armstrong in his Kestrel 19 went off to land at his home site of the Highland Club at Dallachy. Dave White won the day with an O/R to Dufftown and a landing back at Aboyne. He beat Chris Simpson on points but flew the shorter distance. Chris Marron managed Huntly and return but had a very low point of 300ft on the way back.

At 1.30pm Ron Davidson and Chris Nicholas announced they had found wave in the lee of Morven and it topped out at 6000ft. Chris landed out near Ballater and was retrieved by a scratch crew as his own was visiting Balmoral gardens. Unhappily his trailer was not recognised so he returned with his aircraft in a strange trailer, but no harm was done.

Saturday was the last day. The wave had returned, but Michael Garrod warned that cumulus to 9000ft might break them up later in the day. Freezing level had come down to 4000ft. Icing in cloud was a real possibility and winds were between 30 to 50kt at height.

Jack Harrison hedged his bets and set TPs in pairs to suit the expected wave to the west at Pitlochry, the north-west at Feshiebridge, the north at Huntly and Forfar in the south. After briefing, Jack sniffed the air and announced that it would be a "good day".

By noon most were away. I followed Colin Cruse into the Morven lee wave. Slowly at first and then rising to 6kt, I climbed to 12 000ft. I flew north along the wave that led directly to Huntly. I flew into more lift and finally topped at 17 800ft — not enough for Diamond, but enough to give me an unsurpassed view of Aberdeenshire and the southern coast of the Moray Firth. Charles Owles from Norfolk was at 17 000ft over Aviemore on Speyside. Charles greatly enjoyed this, his first time in the high waves in Enterprise. He said he found wave flying free from the anxiety of thermal flying.

Beauty of flying

Justin Wills won the day in his LS-4. He flew for almost 10hrs to cover a scoring distance of 636km, the furthest ever flown at Enterprise. We visited each TP twice except Pitlochry. In his account of the flight Justin spoke for all those pilots there when he described the beauty of flying among the delicate wave clouds over the mountains.

Colin Cruse who landed back at 10.30pm to give us a demonstration of his efficient wheel brake, was the overall winner. He had flown the Nimbus 2 850km that day but was awarded 591 scoring kilometres. Third was Trevor Armstrong with 349km.

Jack Harrison flew that day and visited all the TPs. Said Trevor: "How did Jack know exactly where he was all the time?" The secret was revealed that Jack had fitted a VOR in his Cirrus. As a professional pilot, he appreciated the importance of good position information over this terrain and had pioneered the use of VOR at Aboyne. The instrument had been made at Booker. Jack said that it had been an important factor in his success at opening up the big waves for cross-country purposes.

Although this week it had seemed too easy to climb high and fly far, there are real dangers of an imprudent landing in inaccessible places where there is a high chance of personal injury. The Deeside Club make a strong case for survival procedures. I have twice been caught at height when the gaps began to close and I have had to scurry for cover. But it takes some time to come down from 15 or 20 000ft and a cold soaked sailplane can pick up ice very quickly when descending through cloud.

Centre for Europe?

However, these are the hazards that spice the experience. Wave flying in the Grampians is memorable. Scotland has the highest average wind speed in Europe, and that flowing over those Grampian hills means that waves will occur. Perhaps Aboyne can become the centre for European wave flying.

Thank you Deeside Club for giving us a great week at Competition Enterprise, and for the efficient way in which the meeting was run. I can't wait to get back.

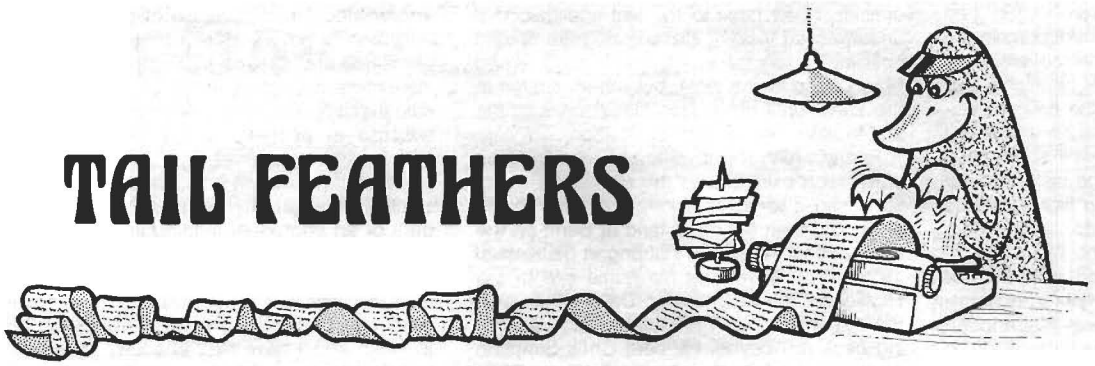
Final results: 1 C. Cruse (Nimbus 2C), 2576pts; 2 R. Griffiths/A. Clarke (Astir), 2455pts; 3 J. Cadman/J. Wills (LS-4), 2440pts.

A comment from "Lemmy" Tanner, competition director: For two or three years past I had been entertaining the idea of flying in Competition Enterprise, partly because it appeared to offer more soaring potential then Regional or National contests, and partly because it was obviously Good Fun. It also occurred to me, and one or two others, that Aboyne had the potential for being a great site for the contest. There was good thermal, wave and ridge soring, and the undoubted bonus of many hours of daylight. The big problem was the site itself. The clubhouse was still in embryo stage two years ago and there was an awful lot still to be done. It was also considered necessary to fly in Enterprise to obtain first hand experience of how it worked and to establish some credibility about our intentions at Aboyne. With this in mind I made the journey to North Hill last year and was well satisfied with the whole concept of the competition and the friendly welcome of the Devon & Somerset Club. Our bid to hold Enterprise at Aboyne in 1983 was accepted by the Enterprise Committee, and with the knowledge that I would not have to drive 1200 miles the following year went back to Aboyne happy and complacent.

The complacency soon wore off as arrangements for this year started. There seemed a vast amount to be done, particularly on the clubhouse, and at times it seemed that 1985 might have been a better choice. At the beginning of May the bar licence had not been granted, the Super Cub was still in pieces on C of A and by the first week of June it had rained every day for six weeks! Come the day however, everything appeared to be in order, even the weather.

* Scottish word for park or land.

TAIL FEATHERS



by PLATYPUS

THOUGHTS OF SUPERCHAMP 1984

Time is money. Don't know who first said that, but it's my favourite cliché. The 64 million-dollar question (actually the 65.372 million dollar question, but let's not mess with small change) is, how do I sow up the Qatar oil deal, buy next year's coffee crop, lease that place in Threadneedle Street *and* win the Nationals at the same time? In spite of my business pressures, yesterday's win was pretty conclusive, though Jonesey was griping about the navigational help I had all round the course from my crew — Hands, Knees and Bumpsadaisy — who were using a computer linked to a satellite to track the transponder in my Blunderbus 4. (Damn cheek; it *was* my satellite.)



Platypus plays it very cool

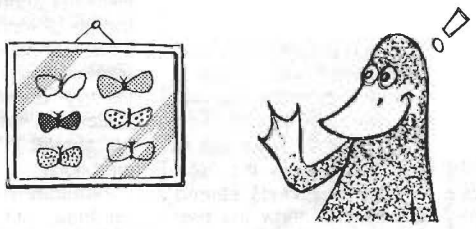
Naturally Day 6 is pretty tense, but as usual I play it very, *very* cool. It really psychs me up and better still, it psychs them down . . .

0925: Breakfast in bed. Croissants flown in from Le Touquet, devilled kidneys, scrambled eggs, etc. Browse through the *Grauniad* (sic) *Theelgrap* (sic) and the *Tisem* (even more sic) to read about my triumphs. Mental note: after the Nationals I'll buy those rags and get some new proof-readers. They can't even spell the names of my racehorses, let alone my name.

0932: Accept call from contest director congratulating me on five daily prizes in a row and regretting that I have not been able to show up to accept any of them. I suggest with a light laugh that he presents the daily prizes to me *in advance* before I take off. He clearly thinks this very droll; he says the pilots have banded together to buy me a clock, so if I get something ticking in the post, that's all it is.

0950: Leap out of bed. Good time for highly confidential telephone call in shower to Lee Kwan Yew (standing in another shower in Singapore) to fix supertanker deal. Exit feeling refreshed and richer.

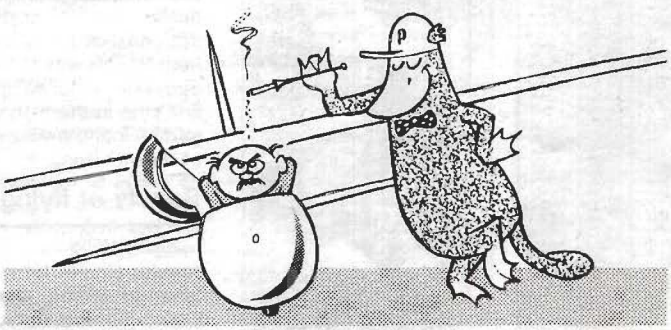
0955: Am driven to City in the Bentley. H, K and B call on car radio-telephone (the one with the built in Met-map facsimile machine) with details of task. Glider is rigged and watered; maps fully marked up and onboard microprocessor fully programmed. Not bad. May not have to sack them after all. The servant problem is a real pain these days. I keep them waiting while on the other line I buy a football ground, a baseball team and put in a bid for a gliding club (the one that that pest Platypus flies at. Heh-heh).



Remember to buy spotted bow tie

1015: Panorama and **Money Programme** teams fighting to get into my office to interview me. Double-booked. Don't know how it happened. Sack secretary. Remember to buy spotted bow tie.

1107: H, K and B call. First take-off due 1230; at current launch rate I'll be airborne at between 1242 and 1244. I tell them I don't care much for their lack of precision, they'd better sharpen up. Spirit of Francis Drake. "Plenty of time to make a small fortune *and* beat the Spaniards" he said, or words to that effect. All right for him, the Armada was hurtling up the Channel at all of three miles an hour, so of course he had bags of time. Damn good PR, though. Must cultivate same studied nonchalance.



Platypus cultivating studied nonchalance

1130: Address audience of young entrepreneurs on the virtues of thrift, modesty, how to be a good loser, humility, etc, etc. They all applaud like mad. Imbeciles. Wouldn't hire one of them.

1225: Down to the helipad on the Thames. Up and away. Hackenheimer rings me from New York — from his helicopter, would you believe? These Yanks really take the biscuit when it comes to ostentation. Time for my man-of-action-but-few-words act. "Yes. No. Fine. Maybe. No. Yes. OK. Done. Goodbye." Sixty seconds later I am worth 400 000 smackers more.

1243: My pilot has some trouble getting any sense out of Dunstable Control as he seeks permission to land; it seems the airwaves are entirely gummed up with pesky Nationals pilots

and the startline yammering away. My arrival is delayed by 75 seconds, so as I am helped, still in natty pinstripes, into the old 'bus (I say "old" for purely sentimental reasons; it cost 50 000 green ones. In fact it's so new, when we opened the trailer door



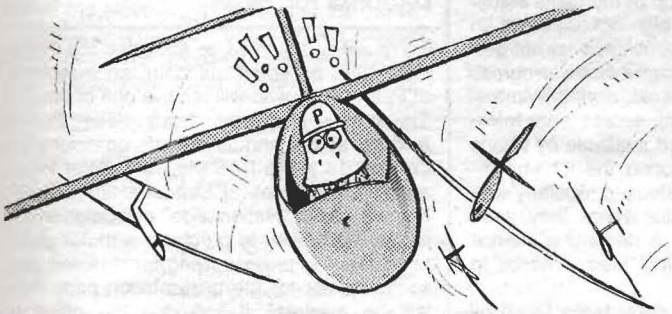
Stagger off towards the pig farm and power wires

on the morning of Day 1, three *gastarbeiter* from Schempp-Hirth fell out. They'd been fettling and polishing away frantically to beat the penalty clause I always insist on) I close the canopy with a bang on H's fingers as the towrope goes taught. Do that again, young fella and I buy a new crew and you buy new fingers. Nevertheless, precision timing, I have to admit, and you can see everyone around is pretty impressed as we stagger off towards the pig farm and the power wires.

Now for the hard bit. "Hey, Bumpsadaisy, what are all these bloody knobs for . . . ??"

French Lessons

It was terrifying: they came out of the sun, they zoomed up from under my tail, or tried to jam a wingtip in my eye. They drove in on collision courses from all angles. Whenever I left to find a new thermal they followed and resolutely circled in the opposite direction. If they thought I was not centred they immediately



Circled in the opposite direction

circled half a diameter away and challenged me to hold my ground (or my air, rather). They flew right under me so that I was petrified of stalling — the ASW-20 will drop like a stone for a hundred feet or so if you overcook it — or they ran their wheels gently over my canopy and blotted out the sun.

Where was this? The Huit Jours d'Angers (or the Eight Days of Danger, as it is called)? Hahnweide, up against the old Luftwaffe's finest? Texas? The UK Nationals? No. It was an ordinary non-competitive afternoon at a club whose name is concealed so as to protect the guilty. Indeed had it been the Nationals I would not have minded. You have a pretty good idea how many hours (and how many crashes) each pilot has. You know whom to get close to, and whom to avoid. By their contest numbers ye shall know them. But at an ordinary club all you know is that these maniacs are not experienced at mixing it, so what they are doing is presumably done out of sheer ignorance. Having mentioned this to a number of contest pilots at the Nationals, I learned that the club in question is not unique; it is pretty perilous in most places. Either I am getting more cowardly as time wears on, or it is that 25 years ago really inept pilots couldn't soar at all, especially when only winch launches and strutted trainers were available.

Nowadays, the sky is full of expensive glass-fibre, superb varios and dunderheads with suicidal tendencies.

French gliding clubs have marvellously witty cartoons as wall posters stressing different aspects of safety. We over here generally manage to make safety seem boring. Perhaps my colleague, Peter Fuller, could be persuaded to put some life-saving humour into a series of Do and Don't posters.

Here are *Reichmann's Do's and Dont's for circling in thermals:

1. First sailplane into the thermal sets the circling direction for all later entrants.
3. Newcomer must fly such that already circling sailplanes are not inconvenienced: that is, work your way into the circle spirally from the outside.
3. Anyone displacing his circle must not hinder other sailplanes in the old circle.
4. If outclimbing another sailplane, the worse climber must not be hindered.
5. As a general rule, never fly closely right below another ship; the other plane has almost no escape route, particularly at low speeds.
6. Always observe your airspace and know who is where, when.
7. Attempt to fly such that the other pilots can always see you.

The only alternative is that other, not quite obsolete, French device for dealing with anti-social nuisances . . .

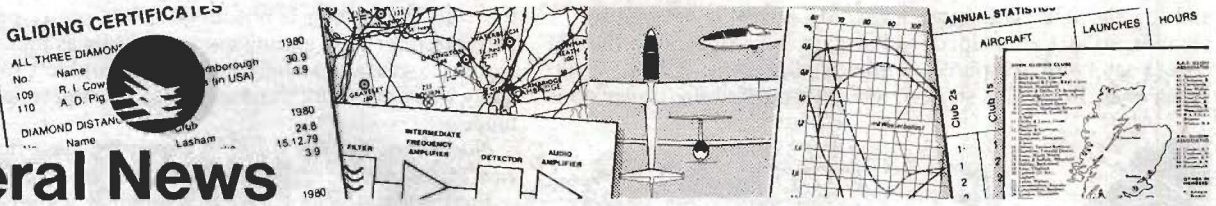




Peter Fuller says he would be delighted to do some safety posters.

* *From Helmut Reichmann's* **Cross-country Soaring.**

BGA and General News



NATIONAL LADDER

Open Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. R. May	London	5072	3
2. R. C. Stoddart	Yorkshire	5031	4
3. B. Cooper	Buckminster	4989	4
4. L. K. Forsey	London	4744	4
5. M. Jordy	Buckminster	4472	4

Club Ladder

Leading Pilot	*Club*	*Pts*	*Flts*
1. R. Pentecost	Surrey & Hants	2894	2
2. C. Starkey	Surrey & Hants	2593	2
3. M. Webster	Buckminster	1209	4
4. J. Walker	Coventry	870	1
5. J. Bell	Surrey & Hants	854	1



Doc Slater photographed by John Glossop before a flight in the Cambridge University GC's K-7 this summer.

SQUAD TRAINING 1984

Galsford — Starkey — Hodsman —Fletcher — Wilby

Recognise any of them? Check the club ladder, competition results and badge claim lists!

Along with 50 others they have been or are members of the British Team Junior Squad, and they are doing well!

JOIN THEM in 1984, but get organised! By now the soaring season is almost over, and to qualify you will have needed Bronze to Silver in 12 months and a couple of other closed circuit flights, preferably with reasonable documentation. Oh, Yes and be 25yrs-old or less.

Write or phone the BGA for an application form and get it in by end of October.

Who will be the new, exciting names?

Muggins, Plonk and Smudge — or You?!

TWO FATALITIES

Two pilots were killed this summer when their gliders dived in on approach. Fred Sage, aged 53 and of the Essex GC, was killed in a Mini Nimbus at Roanne, France on June 22 and John Hutchings, aged 51 and from the Scottish Gliding Union, in a Kestrel 19 at Portmoak on July 27. It appears that John had a heart attack.

FROM THE SECRETARY's DESK

Barry Rolfe, BGA administrator



This issue of the magazine will no doubt contain an exhaustive account of the happenings at Hobbs during the recent World Championships but I would like to add a word of thanks to all the British team, crews and officials for their efforts on behalf of this country. I hope that by the time these words are read we will have digested what there is to learn from our experience this year and be making plans to do even better at the next Worlds to be held at Rieti, Italy, in 1985.

I do sometimes feel that the BGA is between the devil and the deep blue sea over an issue like the World Championships, with a minority of members begrudging any contribution towards "a group of top pilots enjoying themselves on a foreign holiday" and an equally vocal minority berating us for not getting regular press reportage of daily progress alongside the tennis results during Wimbledon week! For the record, scores were telexed daily from the US and available by phone from the BGA office during the Championships. They were also released regularly with other news to the media where they were generally received with a deafening silence proving that you can only lead a horse to water etc . . .

One of the most unpopular tasks faced by the BGA Executive this summer was trying to persuade a gliding club to comply with our regulations in regard to flying operations from their site. It is a measure of our failure that, with great regret, we had to terminate the BGA membership of this club. Officially, a "Nelsonic" eye had been turned to the breach of regulations for some time whilst efforts were made by coaching staff, Instructors' Committee and Regional Examiners to rectify the situation. Eventually the Executive were forced to act if we were to retain any credibility in our position as a regulatory body and, after personal attendance at our June meeting by officials from the club concerned, a further month's grace was extended and then with no change by July the unanimous decision was to terminate their membership. This decision must be ratified by a general meeting in October although we continue to hope that the club will bring its flying standards into line with our minimum regulations.

Diploma for Peter

We were delighted to note that the Royal Aero Club accepted our nomination recently of Peter White who will receive one of the FAI Tissandier Diplomas from HRH Prince Andrew at the annual awards ceremony on October 14 at the RAF Museum. Peter White and his colleagues at Bannderdown GC ran the successful "NationGlide" campaign which raised the money to purchase a motor glider to be used to provide flying for disabled persons. Tickets for the presentation party may still be available if you ring the office in Leicester.

Finally, my thanks are due to the friends of gliding who organised a helicopter airlift from Leicester to Lasham of the Nationals trophies that I had left on the office shelf during the closing weekend of the competition! It was probably the only occasion on which the trophies travelled further and faster on one competition day than the winners.

WEATHER AND OUTDOOR ACTIVITIES

Readers might be interested in a discussion meeting at Bracknell, Berkshire, on "Weather and Outdoor Activities" being arranged by the Royal Meteorological Society on Saturday, October 8. Subjects to be discussed include gliding, mountaineering, yachting, athletics, gardening and angling. For further details contact the Executive Secretary, Royal Meteorological Society, James Glaisher House, Grenville Place, Bracknell, Berkshire RG12 1BX. Tel: (0344) 22957.

Late News. The Standard Class Nationals were won by Brian Spreckley (Pegasus) with Martyn Wells (LS-4) second and Alastair Kaye (Pegasus) third. Full report in the next issue.

BRITISH TEAM MANAGER

Applications are invited for this position at the 1985 World Gliding Championships at Rieti, Italy. The post will involve fund raising, organisation and management of team personnel and equipment. The successful candidate is likely to have had considerable experience of competitive gliding including some involvement with the previous World Championships. Please contact Ted Lysakowski, chairman of the Competitions Committee, c/o BGA Leicester.



Ken Brown, who has recently retired from instructing at the Bristol & Gloucestershire GC, was photographed by Bernard Smyth at his usual post on the startline at the Western Regionals. He began instructing when the club was at Lulsgate, now Bristol Airport, before the move to Nympsfield in the 1950s. Ken, who is a member of the BGA Competitions Committee, still has a keen interest in the club and acts as scorer at Comps.

AN APPRECIATION

LAWRENCE WRIGHT

Lawrence Wright, a member of the London Gliding Club in the 1930s and a notable architect-artist and author, has died recently. John Sproule, and old friend writes:

Lawrence Wright was one of my special friends in the old Dunstable days before the war when we were learning to fly on the ground-hopping Daglings. Eventually we graduated to slope soaring and then thermalling in the Falke and Grunau Baby types and the other gliders of the time. Lawrence — though he wore very thick glasses and there was some doubt as to whether he could see very much — kept up with the rest of us and became a safe pilot.

His highly developed sense of humour and keen awareness of the ridiculous made his company the greatest fun, and his sharp intellect made his opinions worth listening to on any subject. When the second World War came along, together with a number of other gliding friends, we found ourselves in the RAF at Thame in Oxfordshire — teaching the Army how to fly gliders. Lawrence, being an architect by profession, soon gravitated into the business of operational planning of the great gliderborne troop landings which took place later in the war. All these matters are recounted in Lawrence Wright's book **The Wooden Sword** which was published in 1967. This work, written with great humour and style — in fact in keeping with everything that Lawrence Wright ever did — gives a splendid account of the part that the civilian gliding club people played in the foundation of what eventually became the Army Air Corps.

Lawrence was an author of distinction for among his other works was a best-seller with the unlikely title **Clean and Decent** — a history of the furniture of the bathroom. As an architect Lawrence Wright was a master of perspective drawing — he was one of the leading practitioners of this branch of the profession in the UK. In his latter years he visited Hong Kong several times in order to draw. The colourful results of these expeditions are a delight to see. Lawrence Wright, small of stature and deep of voice, was a "one off" person whom it was a privilege to know. With his passing, as far as I am concerned, the lights have gone down a little.

* * *

Lawrence Wright's most famous contribution to S&G — in fact his only one — was "Alice in Bungyland", published in the July 1938 issue. A drawing showed the Kite Knight sitting in the wreckage of a crashed primary glider being questioned by Alice who begins: "Have you crashed?". The Kite Knight denies it, saying he is just "practising down-wind up-hill landings." The two figures are depicted in perfect Sir John Tenniel style.

The conversation goes on and Alice asks how the controls work. Alice supposes that you know if you are flying too fast "because you get down so quickly". The Kite Knight asks Alice "How do you suppose we know when we are flying too slowly?" Alice answers promptly "Because you get down so slowly". "That's what I thought" says the Kite Knight "but I found that if you fly too slowly you get down faster than ever." Alice says "That doesn't make sense" but he replies: "Nothing connected with this business makes sense," and so on.

A. E. SLATER

CALL FOR PAPERS

The fourth international symposium on the Science and Technology of Low Speed and Motorless Flight, at Hartford, Connecticut, USA from February 28-March 1, 1984, are asking for papers on all technically relevant subjects. Abstracts should be sent by November 15 and photo-ready manuscripts

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GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1983
145	R. C. May	London	15.6
146	J. M. Luke	SGU	27.6

DIAMOND DISTANCE

No.	Name	Club	1983
1/221	R. C. May	London	15.6
1/222	J. M. Luke	SGU	27.6
1/223	R. H. T. Blackmore	Yorkshire	20.6.82

DIAMOND GOAL

No.	Name	Club	1983
2/1212	J. R. Mottershead	London	28.8
2/1213	C. K. Hutley	Yorkshire	9.4
2/1214	W. R. Longstaff	Cairngorm	26.6
2/1215	J. G. Leishman	SGU	27.6
2/1216	J. P. Marriott	Phoenix	3.7
2/1217	M. A. Germain	Lake Keepit, Australia	6.1
2/1218	D. A. White	Deeside	27.6

DIAMOND HEIGHT

No.	Name	Club	1983
3/586	R. J. S. Knight	Eagle	26.4
3/587	A. J. Clarke	Fulmar	27.6
3/588	A. M. B. Smart	Clevelands	3.7
3/589	R. A. Pye	Eagle	27.4
3/590	M. J. Wood	Yorkshire	12.6
3/591	R. Arnall	Fulmar	10.3

GOLD C COMPLETE

No.	Name	Club	1983
938	R. J. S. Knight	Eagle	26.4
939	J. C. C. Owles	Norfolk	27.6
940	W. R. Longstaff	Cairngorm	26.6
941	Catharina Edwards	Cambridge Univ	26.6
942	A. W. F. Edwards	Cambridge Univ	2.7
943	J. G. Leishman	SGU	27.6
944	R. A. Pye	Eagle	27.4
945	J. P. Marriott	Phoenix	3.7
946	M. A. Germain	Lake Keepit, Australia	6.1
947	D. A. White	Deeside	27.6

GOLD C DISTANCE

Name	Club	1983
J. R. Motthershead	London	28.8.82
C. K. Hutley	Yorkshire	9.4
W. R. Longstaff	Cairngorm	26.6
J. G. Leishman	SGU	27.6
J. P. Marriott	Phoenix	3.7
M. A. German	Lake Keepit, Australia	6.1
D. A. White	Deeside	27.6

GOLD C HEIGHT

Name	Club	1983
R. J. S. Knight	Eagle	26.4
J. C. Rice	SGU	26.6
D. R. Simpson	Booker	26.6
J. C. C. Owles	Norfolk	27.6
Catharina Edwards	Cambridge Univ	26.6
A. W. F. Edwards	Cambridge Univ	2.7
D. T. Edwards	Cambridge Univ	28.6
R. A. Pye	Eagle	27.4
T. A. Meaker	Estrella Airport	14.5
P. A. Marlow	Deeside	15.7

SILVER C

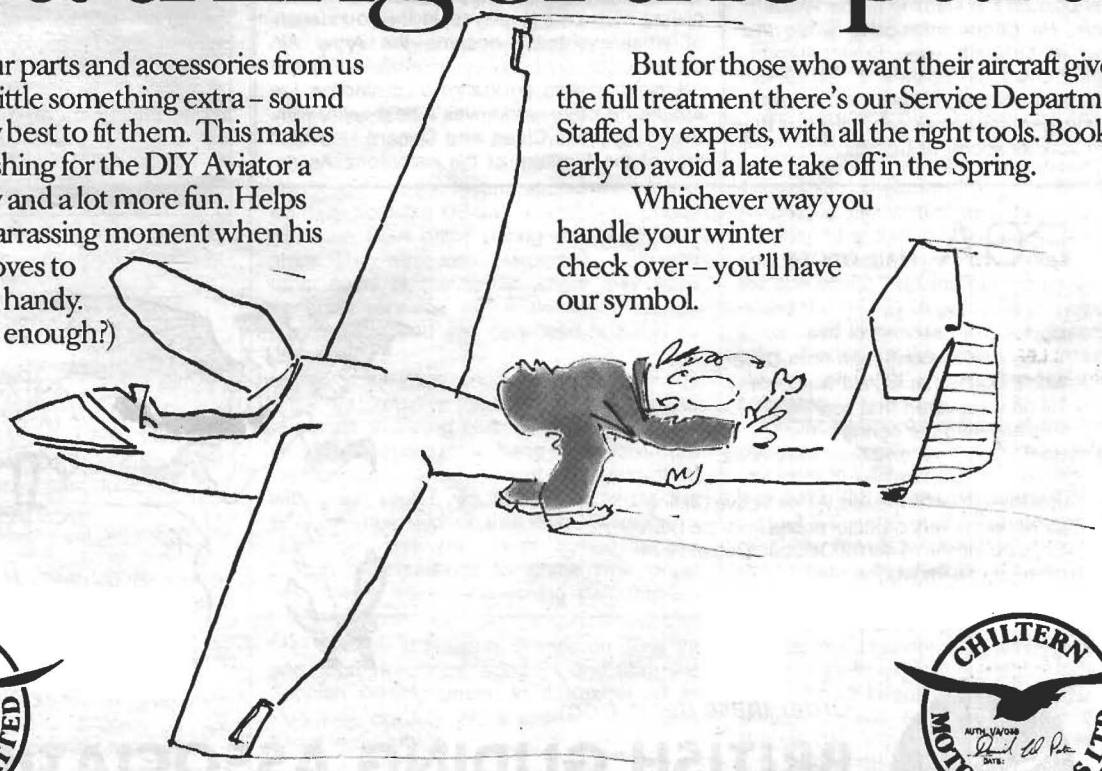
No.	Name	Club	1983
6404	S. A. Walters	South Wales	12.6
6405	S. G. P. Blundell	Avro	9.3
6406	S. Wolstenholme	Anglia	28.3
6407	M. Bedford	Cranwell	9.4
6408	A. R. Fish	Borders	22.5
6409	B. W. Davidson	Humber	9.5
6410	J. D. Brayford	Fenland	7.4
6411	R. A. Rham	Bristol & Glos	12.4
6412	G. Falke	Cambridge Univ	14.5
6413	T. J. H. Bennett	Cotswold	9.4
6414	A. F. D. Scott	Borders	22.5

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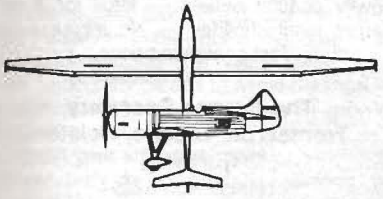
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6416	P. J. Burston	Anglia	12.6
6417	J. Harkai	Cairngorm	23.5
6418	J. S. Mitchell	Pegasus	11.6
6419	R. A. Walker	Southdown	15.6
6420	D. Clempson	SGU	14.6
6421	M. C. Desmond	Bannerdown	12.6
6422	P. G. Harrison	London	12.6
6423	M. S. Markin	RAE	12.6
6424	A. Hobson	Doncaster	8.6
6425	Naomi Collier	Southdown	12.6
6426	E. Preston	Derby & Lancs	12.6
6427	K. M. Porter	Shalbourne	12.6
6428	G. R. Harris	Herefordshire	17.6
6429	D. L. Barker	Ridgewell Oatley	19.6
6430	G. R. P. Brown	Swindon	12.6
6431	M. Judkins	Imperial College	14.6
6432	A. Jones	Booker	16.7.82
6433	B. Gilman	Staffordshire	22.6
6434	J. Marshall	Peterboro' & Spalding	12.6
6435	R. H. A. Chiddick	Norfolk	12.6
6436	J. C. Rice	SGU	26.6
6437	M. A. C. Stockwell	Devon & Somerset	18.6
6438	B. W. White	Cambridge Univ	1.7
6439	M. F. Cuming	Booker	4.7
6440	K. Allaway	Connel	2.7
6441	P. A. Johnson	Bristol & Glos	10.6
6442	G. J. McIntosh	Two Rivers	3.7
6443	J. R. Joiner	Bannerdown	1.7
6444	B. Barnfather	Bicester	1.7
6445	I. Ashwood	Southdown	2.4
6446	J. Rise	Imperial College	2.7
6447	J. W. Ansell	Booker	5.7
6448	D. J. Smith	Surrey & Hants	25.5
6449	D. I. S. Walsh	London	2.7
6450	J. Howard	Cotswold	16.7
6451	P. M. Wells	Enstone	16.7
6452	L. J. Kaye	Herefordshire	5.6
6453	R. A. Chapman	Swindon	2.7
6454	A. Torrance	Avro	14.6

In the final results of the 15 Metre Class Nationals Gordon Camp moved up from 22nd to 20th place.



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B.G.A., C.A.A., P.F.A. APPROVALS

BGA ACCIDENT SUMMARY — Compiled by KEITH MITCHELL, Chairman, BGA Safety Panel

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew Age	Pilot/Crew Injury	Pilot/Crew P/Hrs	SUMMARY
50	K-7	2477	M	24.4.83 14.00	Currock Hill	26	N	24	Failed winch launch at 400ft, too far up field to land ahead. Lost a lot of height on 360° turn and had insufficient height to reach smooth ground by winch, so landed in rough gorse. Well executed landing minimised damage. Pilot a new member of club, had been given detailed briefing, but not flown examples of failed launches at difficult site.
51	Jodel D140	G-BHCI	S	14.5.83 17.50	Challock	50	M	250	At 100-200ft on tow Jodel's engine lost power. Tug pilot released glider and, judging he would not clear trees ahead, turned to right to land downwind. Aircraft appeared to enter incipient spin and struck ground.
52	ASW-20	2423	N	30.4.83 10.30	Lasham	47	N	487	Upon becoming airborne on aerotow glider oscillated in pitch and pilot suddenly remembered he had not connected elevator (attention distracted whilst rigging). Released at 40ft with thermalling flap selected, eased open airbrakes and landed heavily.
53	Grob G103	2873	M	16.4.83 14.30	Lasham	48	N	552	On autotow launch pilot did not correct sufficiently for 90° crosswind and cable dropped into caravan park. Cable pulled clear by towcar driver damaging parked glider and endangering persons in process.
54	PIK-20b	2513	N	2.3.83 16.38	Ringmer	48	N	165	On normal landing undercarriage collapsed although operating handle in cockpit remained locked in down position. Excess play in operating system apparent upon inspections.
55	T-21B	1144	M	14.5.83 15.10	Connel Airfield	21	N	180	While initiating turn to starboard, P2 exclaimed "It's broken". P2's control column was loose and inoperative. P1 took control and found controls jamming, but freed with application of force. Flew back to airfield with controls jamming intermittently and managed to make normal landing. Tie bar between control columns had fractured.
56	Blanik	?	N	5.3.83 ?	Parham	63	N	152	On approach selected half flap thinking it to be half airbrake. Attempted to open full brake and flap lever jammed by downwind pressure normally used with airbrake lever. Assumed airbrake malfunctioning, touched down with excess speed, took off and turned through 90° to avoid hedge and landed crosswind
57	K-6	1256	N	25.5.83 15.00	Kirton Lindsey	62	N	292	Glider tailplane was seen to be loose when in circuit after a winch launch. Aircraft landed safely, and inspection showed that the starboard tailplane attachment spigot had not been engaged when it was rigged.
58	K-6	1039	S or W/O	25.5.83 15.30	Watfield	28	N	18	Pilot misjudged height and wind direction (was going to land downwind) so performed another S turn to land on runway in use but ran out of height, the port wing hitting the ground.
59	Pirat and glider tug	299	M	30.5.83 15.00	Lee on Solent	?	N	?	Tug's approach was close to parked Pirat and rings on end of towrope struck tailplane of Pirat.
60	K-8B	2262	M	22.5.83 15.50	Portmoak	37	N	40	Trace cable between parachute and Ottfur rings broke in early stage of snatched winch launch. Recovery and landing carried out normally, but trace cable fouled left tailplane, causing cut in leading edge.
61	K-6E	2396	M	3.4.83 ?	North Weald	43	N	2	On high approach commenced 360° turn to avoid landing ahead of aircraft waiting to launch. During turn nose dropped sharply. Glider recovered from dive and completed flat overruddered turn near ground, dropping heavily from 5ft. Pilot had few hours and first flight on type.
62	Mini Nimbus	2248	N	7.5.83 14.30	North Weald	23	N	130	Pilot abandoned slow autotow at 300ft. Drogue cable chute inflated in front of glider which flew into chute. With forward vision (and pilot) blocked by chute pilot landed straight ahead with chute remaining over nose.
63	Swallow	1169	W/O	3.6.83 16.00	Doncaster	29	N	4min	First solo. Low circuit, then pilot mistook effect of airbrakes for stalling and put stick forward. Late round-out caused very heavy landing in rough undershoot area where port wing hit a pile of rubble.
64	Cobra	1998	M	5.6.83 14.30	Corby	36	N	216	Overshot field selected due to tailwind component (5-10kt) collided with unnoticed 3ft ridge in middle of overshoot playing field.
65	Dart 17R	1332	M	5.6.83 12.30	Winthorpe A/F	22	N	15	Aircraft stalled into undershoot field of 3ft high barley after meeting turbulence on the approach. After sinking into the crop the aircraft ground looped damaging the rear fuselage, fin and elevator.
66	K-6CR	2852	M	31.6.83 15.00	Bisley	28	N	66	Field selected less than 200yds long but no other considered suitable due to crops. Approach low over trees and crosswind veered to tail-wind. Glider flown onto ground and groundlooped to avoid far boundary.
67	Janus	2823	M	14.5.83 18.15	Lasham	32	N	227	At beginning of autotow launch cable picked up second cable left in wrong position. Second cable rode onto fuselage. On hearing rattling noise pilot released and landed ahead.
68	K-8	1529	S	10.6.83 16.00	Nr Lasham	26	N	13	Pilot strayed too far downwind while local soaring. Selected field and landed downslope and downwind in standing crop. Glider groundlooped breaking port wing and elevator.
69	K-8	2747	M	11.6.83 16.00	Challock	36	N	14min	Early solo pilot on winch launch held nose down giving "too fast" signal. At 200ft mid-field cable back-released. Commenced left turn, then turned right, flew across field and wing touched ground during further right turn to land downwind.

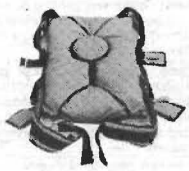
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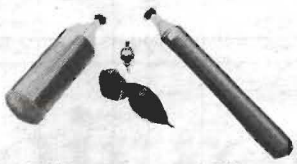
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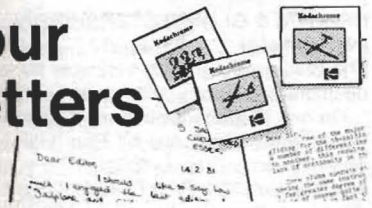
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Your Letters



ENSTONE AIRFIELD, OXFORDSHIRE

Dear Editor,

I write concerning the problem the Enstone Eagles GC are having on our airfield site. As with so many gliding clubs, we do not own the site and rely on the goodwill of the owners of the various property from which we operate. The current situation is that there is a north-south runway which is in poor condition and an east-west runway which is in excellent condition and over one mile long. This good runway, and I use the word advisedly as it is part designated a vehicle test track, is also used by a company specialising in crop spraying. The two owners allow us to operate at weekends but their goodwill is being continually eroded by the ever-increasing incidence of cross-country pilots using the airfield in the week and particularly this east-west runway.

We would therefore make the following requests of other pilots.

1. Check for any signs of car testing activity on the east-west runway or for powered aircraft.
2. Avoid the Enstone east-west runway during the week.
3. If landing on the airfield use the north-south runway from the southern end up to the intersection with the east-west runway.
4. Be particularly careful to avoid damage by, for example, parking glider tails in growing crops.
5. Report your arrival as usual.

Whilst we are particularly seeking co-operation of pilots we would mention that those who decide to ignore these requests could well find problems accessing the area when they have landed, since it is the owners' intention to take steps to secure the test track area as they are particularly concerned at the overall safety of their car testing operation.

In conclusion, the club hopes that the co-operation of other glider pilots will ensure the continued goodwill of the owners and therefore preserve the club's interests. Of course at weekends, the situation is unchanged as hitherto and visiting glider pilots will get the usual welcome.
DAVID JOHNSON

GLIDER FLYING DISPLAYS NEEDED

Dear Editor,

As a journalist and a gliding enthusiast, I have often heard complaints about the lack of media coverage of this sport. A study of the problem shows, unfortunately, that the gliding fraternity is really to blame for the public, and hence the press, showing so little interest.

The gliding authorities and the clubs have done nothing to make the sport visually attractive so that it can draw crowds and lead to a following by the media. The present cross-country speed contests are very interesting for the pilots (and sometimes the crews), but there is precious little that the general public can see or understand.

Until sailplane flying is presented as a spectator sport as well it cannot attract the media or win vital sponsorships. I feel serious thought should be given to presenting regular flying displays and on-site contests. Once a pattern has been set and popular press and TV coverage established, it will be easier to publicise the real contests.

Glider shows will enable the public to appreciate the potential and beauty of flight without power at selected venues. The displays could include vintage gliders, aerobatics, formation and precision flying, racing round small circuits, spot landings and any other interesting tasks the pundits can devise and execute. Of course, the safety aspect and the feasibility of such shows will need careful study.

Unless the BGA and the clubs consider some such positive action only accidents will get the publicity and the popular view will remain that gliding is a dangerous sport pursued by a handful of cranks.
MANI DEB, **London.**

REVIVING THE NEVER DEAD

Dear Editor,

It was good to read of Peter Saundby's enthusiasm for cross-country ridge soaring and gap jumping in the last issue, p152 but we jibbed somewhat at references to "a neglected art", ridge soaring "revived" and particularly the "re-establishment" by the Black Mountains GC of ridge flying as a respectable form of soaring.

Over here cross-country ridge running and gap jumping through, around and across the Sperrin Mountains has been alive and well for years. Such cross-country flying has flourished particularly since we moved the Ulster GC's main base to Bellarena early in 1978 and we commonly make such flights at any time of the year. Those pilots from mainland GB or further afield who have visited us have unvariably enthused about the marvellous topography and frequently excellent conditions we enjoy.

So fair's fair — and all credit to the Usk and Black Mountain clubs for showing the possibilities *in South Wales,* even though my sole one-week gliding visit there was ruined by a total lack of wind and an excess of anticyclonic clag. But in this corner of the UK — as, I suspect, in others — cross-country ridge running has never been moribund. If you want to try it catch the Ulster boat — or come without wings and beg, borrow or hire ours.
BOB RODWELL, **Belfast.**

GIRLS ARE TOO SENSIBLE!

Dear Editor,

I am sure Steve Price will be delighted to have provoked a response to his letter in the last issue, p178. I think he is talking a lot of piffle!! In my experience the reasons why there are few girls flying cross-country regularly or competitively are as follows:

1. There aren't many of us in the first place!
2. Some girls (and men too!) are far too sensible to be bitten by the insane bug that drives us to fly cross-country in the UK.
3. Most importantly, girls who would like to fly cross-country, simply do not have the confidence. Many men are born with an inherent confidence (sometimes misplaced) in their ability to cope with anything they want to attempt. Many girls (myself included) have a natural lack of confidence in their ability to cope, especially with something as adventurous as gliding.

If you want to fly cross-country enough to get past No. 3, then the problems of endurance won't prevent you. It is just an annoying factor which you learn to live with. However the general aim is to race round tasks, not crawl, and with this approach there is no reason why pilots with limited range can't fly respectable tasks.
SALLY KING, **Booker GC.**



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Northumbria GC members with some of the disabled children they flew in the T-61 bought following the NationGlide venture.

CLUB NEWS

Copy and photographs for the December-January 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 October 11 and for the February-March issue to arrive not later than November 29.

August 10, 1983 GILLIAN BRYCE-SMITH

ALTAIR (Nr Chipping Norton)

First, the bad news! In the February issue we proudly boasted of converting a residential caravan into a clubhouse. Some weeks later we were heartbroken to discover it had been ransacked and everything stolen including an almost new mattress, stove, gas cylinders, toilet and even the strip-light from the ceiling!

Congratulations to Garry Moden, John Walker and Vince Moore for getting their B certificate, and to Chris Parsons and Jack Ford on going solo. Jack also got his B on his second solo so Chris, not to be outdone, did a field landing in the corn! Congratulations also to Linda Godfrey who started gliding at the age of five and recently went solo at 23! We were pleased to fly a troop of scouts from Milton Keynes who enjoyed themselves so much they plan to come again soon.

Gliding was cancelled on June 18 for the wedding of two of our glider pilots — Karen Stead and Stephen Godfrey. Unknown to them, it had been arranged that they would fly in a Cessna from the wedding to the reception. Our grateful thanks to RAFGSA Bicester and Weston-on-Green who held up their gliding and parachuting activities while the plane took off and landed. Unfortunately, we had to resort to power flying for this event as we couldn't get a wedding dress into a glider! It gave us some excellent publicity, both in the press and on Radio Oxford, and proved to be a lovely day. Congratulations to the newly-weds who have moved to Norwich.

J.G.

BATH & WILTS (Keevil Airfield)

Andy Smith came 2nd in the Lasham Regionals and Bob Bromwich 2nd in the Northern Regionals. Good luck to Stuart North in the Enstone Regionals and to Andy and Bob who are flying in the Standard Class Nationals.

Bernard McBride and David Walters have successfully completed an instructors' course at Lasham. Andy Hunn and Paul Dunthorne have their Silver Cs and Malcolm Smith became the first pilot to fly Silver distance in one of our recently acquired K-6CRs.

Two more pilots have gone solo as a result of our courses — Martyn Gingell and Ron Bevan. Our most recent one week *ab-initio* course in July was very successful and brought us several new members.

J.L.

BLACKPOOL & FYLDE (Chipping)

Spring, best described by a despairing daily flight log weather entry "Not raining!", has been followed by a summer best described by "No thermals, no wind, no use!" Training has continued apace, but what soaring has been achieved was often a tribute to determined scratching ability.

The new workshop and improved equipment have raised our ground engineering standards under the direction of Alistair Murray, who draws things, and Jim Cook who welds them. The new winch is developing well and its 11 litre Gardner engine has been lifted in and out of the chassis for fitting with consummate ease using the two-ton lifting gantry built for the job seemingly almost overnight.

J.G.

BOOKER (Wycombe Air Park)

Following John Jefferson's illuminating letter in the last issue regarding instrumentation, the club standardised the faces of all the main instruments by painting them different colours as recommended. This was noticed by a few pilots and some of them complained that they could not read the instruments. After a meeting of the technical sub-committee, it was suggested that we should have painted the background rather than the front of the glass.

Our thanks to Brian Spreckley and his five stalwarts on running a highly successful Regionals in July.

P.R.

BRISTOL & GLOUCESTERSHIRE (Nympsfield)

The Western Regionals were very successful, despite a small entry, with seven contest days.

On one Wednesday in early August, 300km flights were completed by Paul Little, Derek Thomas, and Chris Lyttelton. The same day saw one duration (Pete Florence), three Silver distances (Les Bradley, Pete Mallinson and John Wight) and a first solo (Chris Roddick).

The new hangar and workshop are almost complete, thanks mainly to the efforts of Simon Roberts. He has acted the role of architect, project manager and bricky. We are now looking for a tenant to look after the workshop.

J.R.B.

BUCKMINSTER (Saltby)

What a fabulous summer we've had (for sunbathing) — the strip looks more like a holiday camp for redskins than an airfield. Mick Webster has spent the summer with us whilst on holiday from Australia, helping out with our most successful holiday courses. We held a nine-day task week in June but owing to the conditions only managed one task day won by Mike Jordy (K-6CR).

Congratulations to Chris Adkin on going solo; to Simon Harrison and Gavin Pinfold on Silver distance and to Peter Gill and John Kaye on gaining Silver height. Pete Goodwin achieved our longest cross-country for this year with Dunstable and return.

John Kaye, a local farm manager, planned his Silver height. He took a launch and then radioed his workmen that he was on his way and to light his personal stubble fire — the only trouble was they lit the wrong field, the one without the fire breaks, and had to call out the fire brigade.

E.A.S.

CAIRNGORM (Feshiebridge)

Mike Mundy and Phil Marks are efficiently covering course instruction and winch driving. The club two-seaters and other equipment are well maintained and Mike and Phil have added zest to our activities.

There were 62 launches on the "longest" day with an excellent barbecue organised by Peggy, Ronald and Roger Greig.

Thanks go to Bill Longstaff for all his work during his long stint as chairman and best wishes to John Young on taking over. The Bocian has been recovered and refurbished and our thanks to all concerned, particularly John Young and Frank Ireland. John now has a BGA inspector's certificate. Thanks to Phil Marks we have acquired another winch as a back-up.

Congratulations to the Longstaff family — Bill for his Gold distance and Diamond goal, elder son John for his Bronze C and younger son Martin on going solo on his 16th birthday. Congratulations also to John Harkai on Gold height and Silver distance and we welcome Nick Norman back from Borneo.

Mike and Phil will be running courses for next season and will repair gliders in the winter, so please contact us if you want a course or your glider needs repairing.

A.J.B.

Please send all editorial contributions to 281 Queen Edith's Way, Cambridge CB1 4NH.

CAMBRIDGE UNIVERSITY
(Cambridge and Duxford)
At our AGM Andrew Hulme retired after three energetic and positive years as chairman to become treasurer. John Deakin is now chairman and Alan Dibdin remains as CFI.

Would cross-country pilots please note that Cambridge Airport is now PPO since we no longer fly regularly from there. Visitors are welcome at Duxford, but please avoid entering the ATZ below 2000ft to the north side of the runway.

Congratulations to Anthony and Catharina Edwards on completing their Gold Cs with wave climbs during Competition Enterprise at Aboyne, and to Thomas Edwards on his Gold height. Other badge flights include Silver distances by Graham Falke, Alison Reilly and Phil Atkin and durations by Jim Daisley (in poor visibility and great heat) and Penny Minnitt.

Our three weeks' intensive flying in June culminated in a thoroughly damp task week and Inter-Club League, ending with a successful barn dance. Notable flights included a 106km triangle, (Huntingdon, Henlow) in wave by Sigfrid Neuman on June 14 with a Max height of 9900ft. A few days earlier Richard Walker (Kestrel) flew a 420km triangle (Tibenham, Swindon).

Then in early August Anthony Edwards, John Evans and Mike Smith flew 300km triangles for Gold C distance and Diamond goal and Joanna Dannett and Robert Bryce-Smith completed their Silver Cs with flights to Tibenham, Robert at 17yrs becoming the club's youngest ever Silver C pilot.

P.S.E.M.

COVENTRY (Husbands Bosworth)
Groups are enjoying our passenger evenings when we offer a flight, supper and social evening each Monday and Friday until September. The holiday courses have been mostly full and many pupils booked a double course and have gone solo.

On August 4, a classic day, Lou Franks (502km) and Ron Wright (525km) gained Diamond distance, Frank Pozerskis beat his personal best with 549km and Mike Costin and Ben Rood each completed 300km. Bob Stephenson flew Silver distance and Peter Meads collected the cup from Dunstable.

Congratulations to Les Crawford on becoming a full Cat and to Jim Jesty, Chris Rodwell, Alan Fretwell and David Booth on qualifying as instructors.

The Wilga tug is on appraisal and we have been experimenting with double tows. It was interesting to see the 1952 vintage Doppleraar, totally restored by Bob Summerville.

We welcomed Newcastle GC in July with their three gliders and were also hosts to a Northampton car rally team when 120 breakfasts were served at 4am.

We are holding a small lead in the Inter-Club League and have a surprise party on September 3, the weekend of the final.

Chris Simpson, Ron Davidson and John Cadman flew in Competition Enterprise, Chris being mistaken as a car park attendant at Balmoral Castle.

We offer our sympathy to Frank Pozerskis and his family on the loss of his wife Pauline, a well-known figure at the club who will be greatly missed.

N.B.

CRANFIELD (Cranfield Airfield)
Following a very successful flying week in June, July gave way to a long period of hot days with lots of haze and not a great deal of flying. Thanks to the hard work of Ken Catlin part of the hangar floor has been concreted and lighting is now being installed.

Evening courses and air experience evenings have brought new members and we are hoping to interest students and staff of the Institute at the start of the academic year. We have expeditions to the Long Mynd and France in September.

D.P.S.

DEESIDE (Aboyne Airfield)
Enterprise has come and gone and was as much fun for club members as for the competitors. We already have our bid in for a future Enterprise. In the meantime we are planning a task week for the end of May 1984. In the autumn wave season, the stress is again on cross-country rather than simply height chasing. Enterprise proved what we had long suspected — just how far it is possible to go in ordinary wave, such as the 600km closed circuit on the last day.

The "ordinary" wave has continued since, with 25 000ft in the heat of July. There were also some beautiful thermal days. On one, Aberdeen Met quoted 100km visibility. From 6500ft over the Cairngorms, just about the whole of Scotland was visible with quite sparkling clarity. Earlier in July, an Englishman and a Scotsman were sent up in club aircraft (payment by the minute) for durations. The Englishman did over 7hrs. The thrifty Scot pulled his brakes at 12 000ft, landing after just 5hrs 7mins!

K.A.H.

DEVON & SOMERSET (North Hill)
Congratulations to David Minson (Mosquito) on his Gold distance and Diamond goal O/R and to Tim Gardner (DG-100) who flew the same task that day.

The first task week in early June was a wan affair with three tasks and a total of only 2000km. Visitors, Walters (Skylark 4) and Bailey (Vega) from Usk came 1st and 3rd respectively and Dave Reilly/Don Jones (Libelle) and Albert Bourne (L-Spatz) retained club honours in 2nd and 4th places.

Congratulations to Jonathan Fletcher and Barry Gage on going solo and to Tony Stockwell on a duration to complete his Silver C. Our thanks to the Mendip GC for the loan of a K-4 during our busy course season and to those engineers who rescued the winch from a potentially serious metal fatigue failure at very short notice.

I.D.K.

DONCASTER
(Doncaster Airfield or Burn)
We hope to move to Burn Airfield as soon as the hangar is erected, which should be by the third week of August and be none too soon due to the problems with the ever-increasing gypsy population. The only time our chairman has ever been observed to be lost for words was when he received a formal complaint of low flying from a gypsy who was actually camped on the active part of the airfield.

We have had a flying weekend at Burn with many of the locals sampling the delights of gliding and becoming quite enthusiastic at the thoughts of their own local gliding club. A PR job done well.

Ken Stuart's cross-country course was hampered by the appalling May weather with only two days of limited soaring possible.

We have replaced our damaged Swallow with a K-8 which has proved very popular, and seen the appearance of a Krajanek amongst the new private ships.

V.F.F.

DUMFRIES & DISTRICT (Falgunzeon)
Congratulations to Mike and Peter Richardson on gaining Bronze legs. The good summer has brought a record number of flights with thermal, hill and wave flying all on the same day.

June 26 was particularly good with Ian Carruthers, Bill Gordon, Dave Chesney and Bob Roger all contacting wave, Bob reaching 8000ft over Kippford and using the system to fly to Cairnsmore of Fleet.

The flying week in July was very successful with all the gliders airborne at some time and we were delighted to have a visit from Strathaven GC members. Our thanks to Ian Steel, CFI, and David Chesney who had an epic land and sea journey to the Orkneys to fetch a T-21 bought from a syndicate in the far north. It joins our K-2 as a back up two-seater. Hangar packing has now become almost an art form to deal with this latest addition.

In early August Sir Hector Munro, our president, paid a welcome visit and after showing a keen interest in our operations was flown by Bob Rodger in the K-2.

F.S.S.

EAST SUSSEX (Ringmer)
We are now negotiating to buy our site and our thanks go to the Site Purchasing subcommittee for the splendid work they are doing.

Congratulations on going solo to Les Saxby, Paul Diamond, Chris Upton and Brian Woods and a special thank you to Tony Challoner for his superb work on the restoration of the K-8 which has taken to the air in a striking new colour scheme.

M.C.

ESSEX (North Weald)
We are sorry to report the death of Fred Sage who was killed while flying his Mini Nimbus on June 22 at Roanne, France. Fred, a member of the club since 1962, went solo in the T-21, flew the Tutor and then gained his Silver and Gold Cs in the K-6E. The Mini Nimbus was his 31st type and he had visited 27 sites.

We offer our sincere condolences to his mother.

M.R.T.

ESSEX & SUFFOLK (Whatfield)
Congratulations to Paul Roberts, Brian Hill and Nick Plummeridge on going solo. Clive Wilby, sponsored by the Junior Squad Training Scheme, came 4th in his Class at the Lasham Regionals, making him a strong contender for a place in next year's Nationals. On his return he flew Gold distance and Diamond goal at our flying week and Mark Mathieson completed his Gold C and collected another Diamond.

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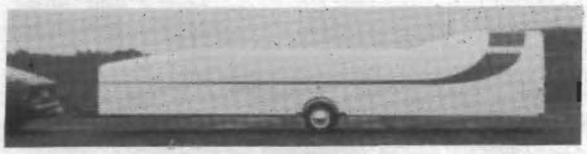
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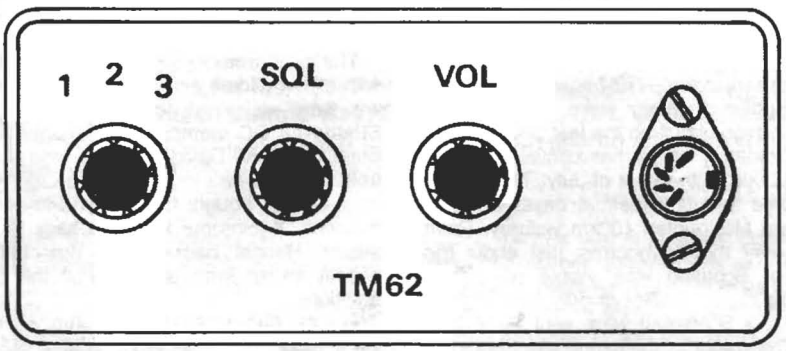
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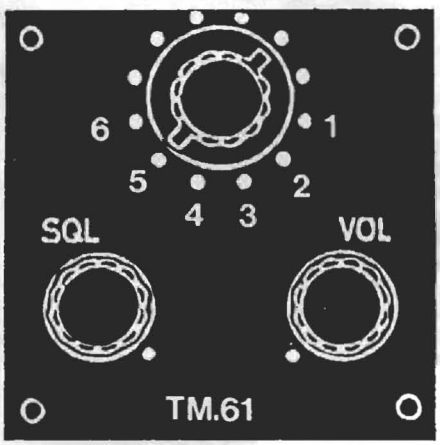
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Eddie Leach gained his Silver distance and duration in a flight to Dunstable, Paul Robinson was the first member to qualify with an O/R, Chris Pollard completed his Silver C and Noreen Friend and Martin Field gained Silver heights. Eric Richards showed the way round his president's 200km triangle and numerous Bronze legs and 100km triangles were flown, though no one has qualified for the tiny triangle trophy.

Twenty pounds per person including insurance has bought syndicate places in a Tutor which is being much enjoyed by open cockpit fliers.

R.C.A.

HAMBLETONS (RAF Dishforth)

We have had a pleasant summer with numerous Bronze legs and Bronze Cs for Bill Jaques and John Gao. The good weather has brought many visitors, of whom several have stayed to join the club.

Congratulations to Nicola Mercer on her first solo, two days after her 16th birthday.

Our wave has continued to work well on occasions, with Silver heights for K-6 pilots Joe Kelly, Harry Birch and Mick Bowman, Mick managing his five hours on the same flight. Ray Whitham meanwhile outclimbed everyone to take his B-4 to Diamond height.

J.P.

KENT (Challock)

Congratulations to Andy Parsons, Andy Gibbons, Alan Mayhew, Brad Jackson, Paul Aitken, Brian Shepherd, John Welch and John Evans on going solo; to Roger Ellis on completing his Bronze C and to Doug Furrents on his five hours.

Our regular passenger flying evenings are becoming increasingly popular and we hope that our recent stand at the London Zoo carnival will generate further interest in gliding.

Thanks once again to the hard work of Jean and her staff, our cheese and wine party at which we entertained local farmers and dignitaries was a resounding success.

We recently experienced some reasonable soaring conditions.

J.B.

LAKES (Walney Airfield)

Once again our summer courses have been a complete sell-out; we only wish we could take more members over the two-month period.

The wave has been very active during July. Ray Jackson reached 18 300ft to claim the first Diamond height from the site, Neil Braithwaite 14 000ft for Gold height from a winch launch and Peter Craven climbed to 13 000ft, all on the same day. David North gained Silver height, Ray Jones his five hours and Geoff Wilson flew solo and gained his B certificate.

Elizabeth Garforth, aged 17, has been lucky to gain a £75 bursary from the Guide Association towards her aim of flying solo. (This made the front page of the local paper, complete with photo.)

E.K.

MIDLAND (Long Mynd)

The better weather has brought a crop of badge claims and cross-country flights. Congratulations go to John Stuart on his Diamond goal; to Peter Turner on completing his Silver C with a flight to Marchington; Roger Andrews for Silver distance and duration and Tim Guy for five hours (done in thermals!). Our Bronze course in June resulted in a Bronze C for John Spilsbury and Bronze legs for Fred Rymill. John Hocking has gone solo and introduced his son Chris to gliding.

John Paxton had the frustration of a wave climb to 12 800ft during his five hours, only to find the barograph had failed.

We have converted one of our main winches to run off LPG with such success we are converting the other as well.

We hosted the Rockpolishers League in July, and a team went to Shobdon for the last meet of the season in August. We have had much better weather for the League this year than last, with seven contest days and no re-runs. At the end of the competition "The Rock", which has been at the Mynd for two years, was sadly handed over to Cotswold GC, the winners.

We have been well represented at Regionals with Chris Alldis, CFI, coming 3rd at Booker, Malcolm Allan 5th at Lasham, Phil King 5th at the Westerns and Chris Ellis 6th in the Northerns. We wish Chris Alldis good luck in the Standard Class Nationals.

D.M.K.

NORFOLK (Tibenham Airfield)

Congratulations to Robin Combe and John Ayers on their Diamond goals and to John Tarrant on his 400km triangle, but commiserations to Mike Lee for just failing his 500km.

Dave Hill won the Open Class at the Northern Regionals.

N.F.S.

NORTHUMBRIA (Currock Hill)

June saw some unusual flying activities. On the 9th and 10th we flew nearly 40 disabled, mostly children with muscular dystrophy, in the T-61 Motor Falke ("Rupert") bought following the NationGlide venture in the Year of the Disabled. The Falke, owned by Opportunities for the Disabled and based at Bannerdown GC, was flown by Andy Hancock and Tom Eagles to whom we send a big thank you.

On June 25 (our longest flying day) we broke the club record with 105 winch launches. Flying commenced following a dawn awakening by bugle and flagging enthusiasm in the late afternoon was revived by a spot landing competition.

A M200 from France is now on site and in July Bill Scull had an interesting aerotow in it with our CFI, John Greenwell. Due to low cloud the tow was curtailed at 400ft.

Congratulations to Rob Thompson on his assistant Cat rating; to David Moss for gaining his Bronze C; to Roy Mitchison and Terry Hawthorne on going solo and to Gwen Greenwood on resoloing.

L.F.

NORTH WALES (Pen-y-Parc, Nr Holywell)

Our open weekend was successful with publicity from the local radio station, the press and a mention on BBC Breakfast TV. Our thanks to the instructors, K. Payne, R. Ball, T. Knight, J. Argent, T. Dickenson and B. Rice and to winch driver N. Anyon for their help.

J. Mosey and E. Davies went solo during our successful club week and congratulations to S. Cooper, A. Sinclair and J. McCormeck on their re-solos.

Should you be in the area please visit us at Holywell — St Asaph Road opposite the Singing Kettle. We only fly at weekends.

J.B.N.

OXFORD (Weston on the Green)

Our efforts to celebrate the longest day were very successful with a first launch at 0415 by our CFI and a total of 127 flights, rounding off the day with a barbecue.

In the Inter-Club League at Weston, our members won the Pundit and Novice Classes — Gordon Craig completing 200km and John Gordon 96km.

We congratulate Janet Farmer, Greg Burnett and Chris Emson on going solo, and Mark Thomas for re-soloing after a 12 month lay-off.

On the badge trail, Simon Dorling, Malcolm Herring and Colin Shepard have Bronze Cs with Silver legs by Nick James (height and distance) and Alf Barnes a duration, which was the only flight of a week's expedition to the Mynd.

A.B.

Obituary — G. C. Varley

It is with great sadness that we report the death of George Varley, Professor of Entomology at Oxford University and Fellow of Jesus College. His gliding career started before the war when he was at Cambridge. He was one of the founders of the post-war Oxford GC which was re-formed in 1948. George became its first CFI, a job to which he brought great skill and enthusiasm. The maroon Olympia which he shared with Ray Stafford Allen was flown cross-country by him whenever the opportunity arose, and he competed in one of the early National Championships at Lasham.

During the course of his time of active flying he held many official posts in the club. In 1974 he became president and maintained a close interest in the affairs of the Oxford GC. Although his many other activities did not allow him to visit the club regularly in recent years, he flew a K-13 during the 25th anniversary celebrations of our move to this site.

We extend our sympathy to his wife, Peggy, and to all members of his family. He will be missed by all who knew him.

M.J.G.

PETERBOROUGH & SPALDING (Crowland Airfield)

Our cross-country activities are substantially below last season's level, due principally to the very long wet period up to the beginning of June. Many members who felt Gold or Diamond legs would be achieved have been disappointed.

We have sold our Terrier G-ASAN and replaced it with a Beagle Husky which is much better, both in reliability and launch rate. We hope to buy a grass mower with a tractor, as the long grass has posed a few problems recently.

After a long period when our finances were constantly alarming we can at last begin to plan ahead. The installation of the bar and new kitchen equipment has proved very popular and profitable.

M.C.

RATTLESDEN (Rattlesden Airfield)
Our membership drive with a substantial number of air experience flights has been a tremendous success and brought 20 new members.

Cross-country flying has been minimal but congratulations to Dave Cornish on his Bronze C, to Judy Lacey for gaining two legs and to John Pemberton and Jack Pratt on gaining one leg; also to Chris Lyon on a much awaited solo followed by a creditable 40min on his third flight.

We now look forward to our August flying week.

R.W.

SCOTTISH GLIDING UNION (Portmoak)
The membership greatly appreciate the tremendous effort made by glider pilots, club committees throughout the UK and, of course, the BGA during the recent debate concerning the Scottish airways proposals. Thanks to your efforts the proximity of the oppressive presence has been shifted. So far so good, round one successful, and we look forward to round two with zeal.

Wave still abounds, even in summer. On June 26 and 27 Tom Docherty completed two 500km flights in his Nimbus and on the 27th Jimmy Luke (Phoebus 666) declared a 500km and became the first pilot to gain All Three Diamonds from Portmoak. On the same day Andy Penswick (DG-200) flew a 500km and Gordon Leishman a 300km triangle, both tasks declared.

The clubhouse has been spruced up and we look forward to welcoming our visitors for courses and expeditions and also the autumn wave hunters.

Congratulations to the newly-elected committee, David Walker, chairman, Gordon Beaton, secretary, Zed Goudie, Jimmy Hempseed, Roy Howse, Andrew Thorburn and Bob Jones — all very dedicated members.

G.K.S.

SHALBOURNE SOARING GROUP (Nr Hungerford)
Just as the weather began to improve our twin-drum winch blew up and we had to use the standby. Our thanks to Alan Spashatt-Potter and John Dabill, CFI, for fitting a replacement engine.

However we have had a lot of soaring. Carol Pike and Miranda Gladstone have converted to their syndicate K-6E. Congratulations to Miranda on her Silver height and to Steve Jobar, Bernie Tubbs and Dave Maleham on going solo. Commiserations to Terry Baker for forgetting to switch on his barograph on a Silver height, to Rob Jarvis for flying a 4hrs 10min Bronze leg and to Julia Stamp on missing her duration by 10min.

We are now fettling trailers for our trip to Portmoak.

J.S.

SOUTHDOWN (Parham Airfield)
The arrival of our new Pawnee tug for an experimental period is creating lots of aerotow activity and complements our faithful Super Cub. Planning permission for an E/W runway was granted on condition a footpath diversion goes through:

Congratulations on going solo to Martin Rutty, Rodger Bray, Richard Foxley, Peter Grant and especially Frank Coombes for soloing at the age of 74. Also to Andy Barber, Peter Hurst, Ian Ashdown and Rod Walker for completing their Silver Cs.

Determined efforts are being made by the pundits to be the first to do a 500K from our site but conditions and sea breezes still leave this task to be completed.

R.W.

SOUTH WALES (Usk)
Congratulations to John Hooper, Mike Disney, Peter Presley, Gareth Knight, Nigel Collins and Dedi Reed on going solo; to Dave Cousins on re-soloing after a spell chairborne; to John Fitzgerald on his Bronze C and to Syd Walters on completing his Silver C. Also to Graham Bailey and Angelos Yorkas on their Gold distance and Diamond goals, the first from Usk since 1979.

A party with five gliders visited North Hill task week in June and another foray is imminent. We've lost Henry Egan to Aboyne and an oil-rig and Steve Thomas is back from S. Africa.

An open day, several public courses with more to come and groups for air experience flights on at least three nights every week all testify to the enthusiasm of our instructors and helpers.

P.F.

STAFFORDSHIRE (Morridge)
Congratulations to Alan Cliffe on winning the Staffordshire Moorlands Sports Personality Award for 1982 for his Diamond goal flight. Alan was in competition with top performers in International pistol shooting, cycling and rugby and his nomination by us has helped to put gliding on the local sports map.

Our open day in June also helped our public relations work apart from the income from air experience flights.

Congratulations are due to Mike Webb and Richard Bills on going solo and to Judy Graham on taking to the air again after a patient recovery from illness.

The hot air brigade were out in force on the evening of July 2 when 16 of these devices crossed over or near to our field. Eddie Willis, ostensibly hangar flying the K-8, enjoyed the new experience of giving way to everything in sight.

A local seismic survey for gas and oil has included our airfield and been viewed with very mixed feelings by our members, though looking through our rose tinted spectacles we may end up with a built-in thermal source on our site.

B.G.

SWINDON (South Marston)
Our first launch on June 18 was at 4.50am and would have been earlier, had someone remembered to wake our volunteer instructor, Gordon Walker. One or two stalwarts were still around, 17hrs later, to see the last aircraft touch down.

Congratulations to Richard Chapman on completing his Silver C. Unfortunately, he celebrated by breaking his femur in a motorbike accident and is now in traction, where he will stay for three months. Congratulations also to Stuart Peplar, who achieved 302km on THE day — August 3.

P.M.

ULSTER (Bellarena)
Our first ever *ab-initio* course was an outstanding success and we doubled the booking from six to 12 with a second instructor and trainer. It brought several new recruits and put money in the bank. We also doubled our second summer course and are thinking of a more extensive programme next year. The courses attracted a spate of multi-media publicity, with a full-page picture spread in the province-wide *Belfast Telegraph*, radio interviews on several channels and TV coverage on both UTV and the Republic's RTE.

Bob Rodwell competed in Competition Enterprise and Jim Weston in the Lasham Regionals. There are plans to join the traditional September beach/autotowing safari with the Dublin GC in Co Kerry.

Hugh Gowdy and William McNair have their durations; Gavin Bullick, Alan Morton

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and Ingram Menary have gone solo and on June 25 Bill Craig and Jim Weston made O/R flights in wave.

Site works continue apace with the clubhouse interior nearly complete and the galvanised hangar and blue club bus sprayed a drab green.

R.R.R.

WELLAND (Middleton)
We welcome quite a few new members including Ron Lee who has already gone solo. Congratulations also on going solo to Keith Scott and Steve Allan (Steve now has a Bronze leg) and to John Crosse who has both Bronze legs followed by a 4hr 10min flight which included a Silver height.

Earlier starts have meant more launches and our current daily record is 78. Our barbecue night was thoroughly enjoyed and another is planned as well as a disco supper on October 21.

R.H.S.

YORKSHIRE (Sutton Bank)
The Northern Regionals, directed by Tim Smith, were enjoyed by everyone and even on the non-competition days there were good wave flights.

The season has been good for wave and thermal flights. Work has started on the clubhouse extension and nearly finished on the winch.

Congratulations to Chris Teagle and Barry Grieve on going solo. We have a second K-21 coming this autumn.

H.H.

SERVICE NEWS

BANNERDOWN (RAF Hullavington)
We had a very enjoyable longest day on June 25 with flying from dawn to dusk followed by a barbecue.

Congratulations on going solo to Dee Walden-Hughes and also Andy Mills, one of the Army cadets for whom we held a recent *ab-initio* course. Ray Brownrigg (Jnr) has a Bronze leg and Marilyn Kay, Pete Laws and Phil Kitchen have both. Nick Beesley and John Rumble have Bronze Cs; Chris Cole, "Noddy" Williams and Grp Capt Wally Mears have durations and Silver heights, Vanessa Davis and John Joiner Silver heights, John to complete his Silver C, and Mark Desmond has completed his Silver C with a distance leg.

Brian Logan and Ray Brownrigg are flying in the Inter-Services Regionals. We have bought a new bus to convert into a replacement canteen/control vehicle.

V.R.D.

BICESTER (RAFGSA Centre)
So far the summer has provided lots of Silver claims; seven in one day, including four Silver distances achieved with two aircraft. Frank Chapman attempted a Diamond distance, but unfortunately landed after 495km. Numerous solos were also gained and we have three new instructors, Pauline Day, Bob Dennay and Bruce Barnfather.

John Taylor and Ken Hartley came 2nd and 19th respectively in the Open Class Nationals; Paddy Hogg was 7th in the Lasham Regionals and Bob Brownlow 9th in the Booker Regionals — a very good result for his first competition. The John Williamson soaring week was very successful. Next year John hopes to hold two courses here at Bicester. We are planning to take the Janus to Kinloss in October, in search of the UK two-seater height record. The summer party was a great success, as has been swimming in the quarry during the hot weather.

S. & J.H.

CLEVELANDS (RAF Dishforth)
Congratulations to Nicola Mercer and "Bomber" Harris on going solo and to Andy Smart on Diamond height. Paul Whitehead arrived at the furthest TP of a 500km triangle at 11 500ft and still climbing at 4kt, yet managed to land there. Does that make him stumbler of the year?

We are hoping to run some wave tasks in the Christmas and New Year holiday. Prearranged RAFGSA gliders are welcome.

P.W.

FENLAND (RAF Marham)
Our soaring expedition to Swanton Morley in July was ruined by persistent high pressure — the only thing going up was the bar profit of the Norfolk and Norwich Aero Club, to whom we extend our grateful thanks.

Steve Hall, Steve Girt, Paul Williams, Paul Young and Bruce Hodge has gone solo, Paul Young and Bruce going on to get Bronze legs along with our new chairman, Barry Holding, and Dave Galbraith, who has at long last re-soloed. Andy "Yank" has completed his Bronze C.

Prefect (No 33) has returned and been the most popular glider during the hot weather.

Our CFI, Ralph Dixon, represented the club in the 15 Metre Nationals and Pete Stratton and Bob Jones disgraced themselves with what was not quite the longest cross-country from Marham. We say goodbye to Peter who leaves for Laarbruch.

S.L.

FOUR COUNTIES (RAF Syerston)
Flying progresses well with several pilots gaining their Bronze Cs. A very successful Competition Kitty weekend was won by Mike Throssell and resulted in £110 being raised for the British team fund.

On the longest day our first launch was at 0404hrs and the last more than 14hrs later. This was celebrated with a well-attended party in the evening.

Louise and David Farmer have recently resoloed. David is joining the RAF and we wish him luck.

There are rumours that our T-21 has been sold and we are to become a two-Blanik club. The club Janus is back from minor repairs and the Dart is being fettled for the Northern Regionals.

O.B.

HUMBER (RAF Scampton)
The weather has not been at its best for gliding. Everybody has a nice tan, but not many kilometres under their belts.

Colin Wylie has soloed, Sandy Weaver has completed his Bronze and Dave MacPherson and Mike Kent have gained Bronze legs.

Our congratulations to Bernie Shaw on completing his full Cat course at Bicester and becoming our third full rated instructor.

Our membership is steadily increasing and we have six new pupils to keep the two-seaters working hard, as well as several experienced pilots.

The Red Arrows have joined us here at Scampton, but they interfere very little in our flying as they are away most weekends.

K.M.G.

TWO RIVERS (RAF Laarbruch)
We have covered several hundreds of cross-country kilometres this season (by road and air), mainly in pursuit of the elusive Diamond distance, Simon Hutchinson being the only pilot to achieve a magnificent 507km and Bob Dall a 300km retrieve!

Our team was very successful at the BFG Comps in June. Al Thomson won the Open Class and other members took 3rd and 4th places with Steve Tape winning the Best Novice cup.

Mick Cooper, Steve Tape and Greg Macintosh have completed Silver Cs, Les Fellows is now an instructor and Al Thomson a full Cat.

We welcome a flock of enthusiastic new members and say goodbye to Sandy and Lynne Powell and Simon Hutchinson who have all contributed enormously to our club.

S.E.D.

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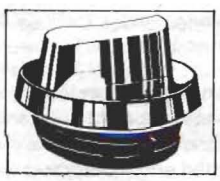


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Overseas News — continued from p207

French in China. Following the visit to China by a delegation from the German Aero Club, a French team went to the Peoples' Republic in May this year to take part in the "Friendly International Gliding Meeting 1983". The team consisted of FFVV President, Pierre de la Martiniere, Yves du Manoir (director of the 1978 Chateauroux World Championships) and pilots Chenevoy, Recule, Gerbaud and Lopitaux. Chenevoy flew a Nimbus 2 in the Class A and the others Qian Jins (Chinese versions of the Polish Jaskolka) in Class B.

The French team were received with great hospitality and enjoyed some good soaring conditions. Out-landings were somewhat fraught with problems, as the glider would be instantly surrounded by literally hundreds of people. Gerbaud's Qian Jin suffered extensive damage after one field landing. Unable to hold the crowd at bay, he counted 78 people, mostly youngsters of five to 15, perched on the glider at one point — 54 on the wings and the rest on the fuselage and tailplane. The favourite game was for a pile of mud to be placed on one wingtip and for those sitting on that wing suddenly to jump off so that the weight of those on the other wing catapulted the mud high into the air!

Chenevoy won Class A and Recule Class B, closely followed by Wu Zhi Yuan. The French consider Wu Zhi Yuan and Zhang Quan Sheng (2nd in Class A) to be very good pilots. The Chinese hope to enter the World Championships as soon as possible, perhaps in 1985 at Rieti.

Danish Championships. Stig Oye, World Standard Class Champion at Hobbs, managed only 7th place in the 1983 Danish Championships held at Arnborg (May 12-22). Only three contest days were achieved and the longest task was 174km. Champions were Ib Weinberg (15m) and Jan Andersen (Standard).

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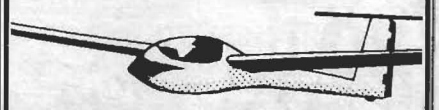
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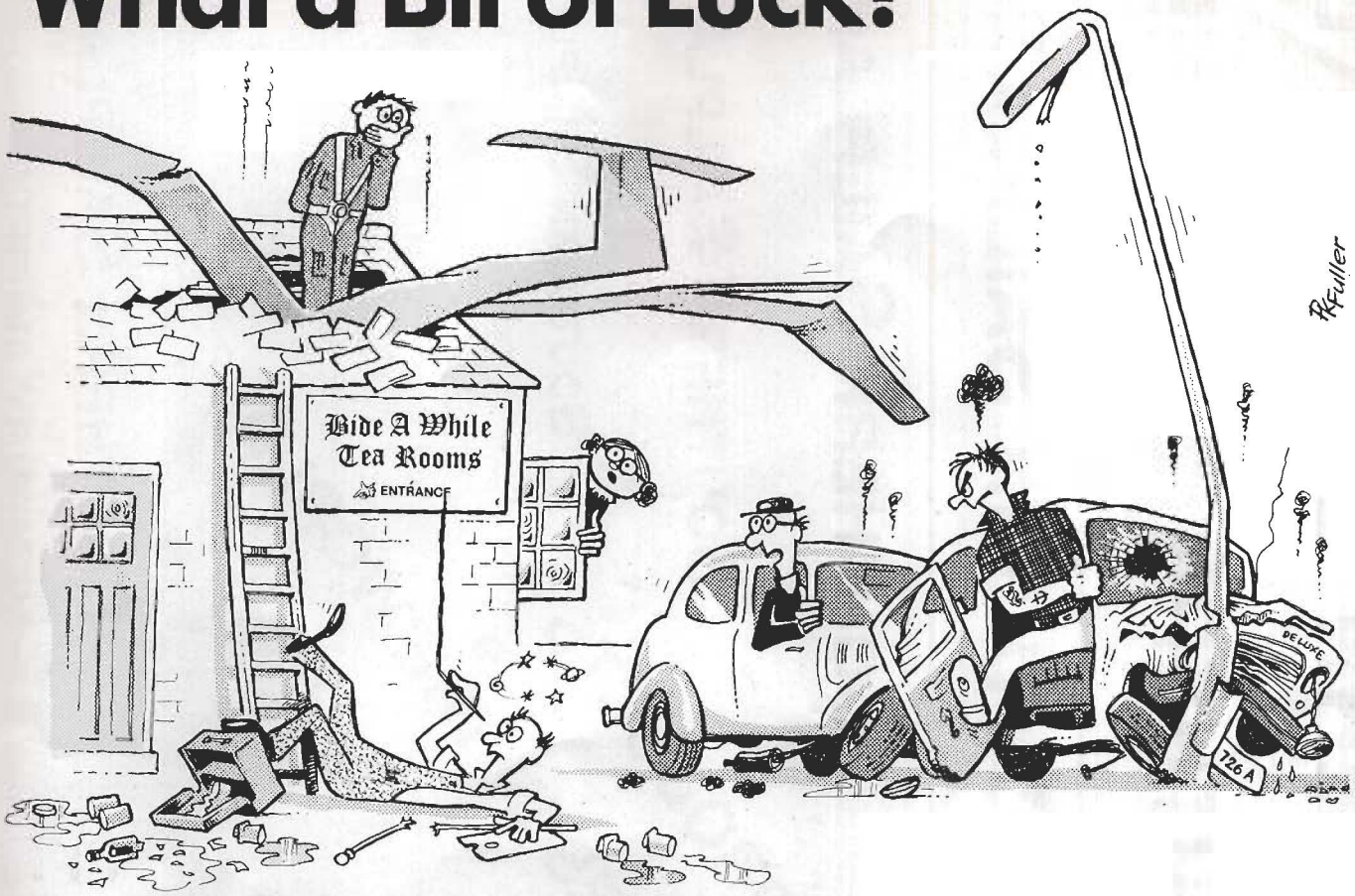
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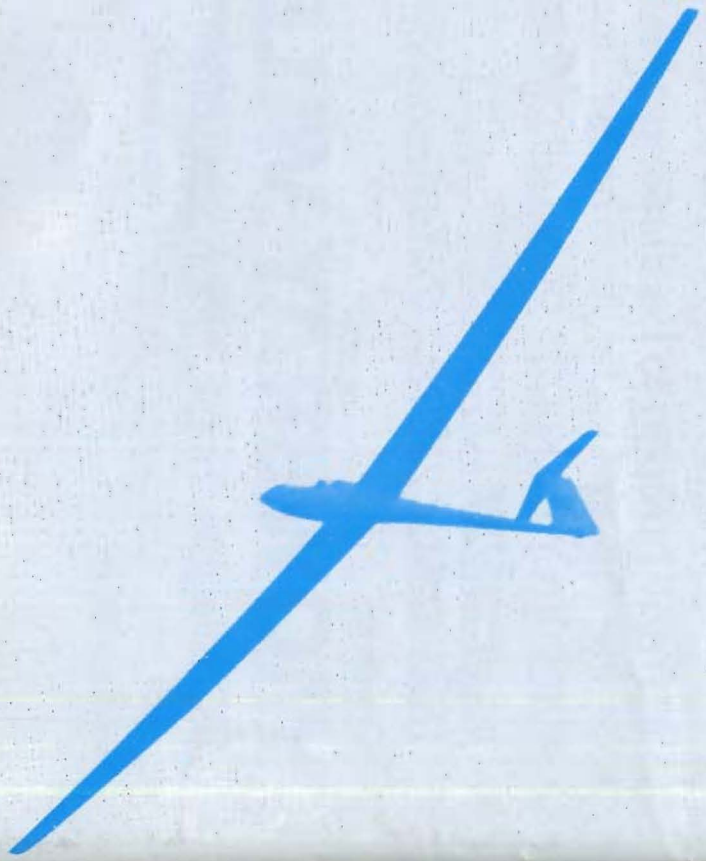
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