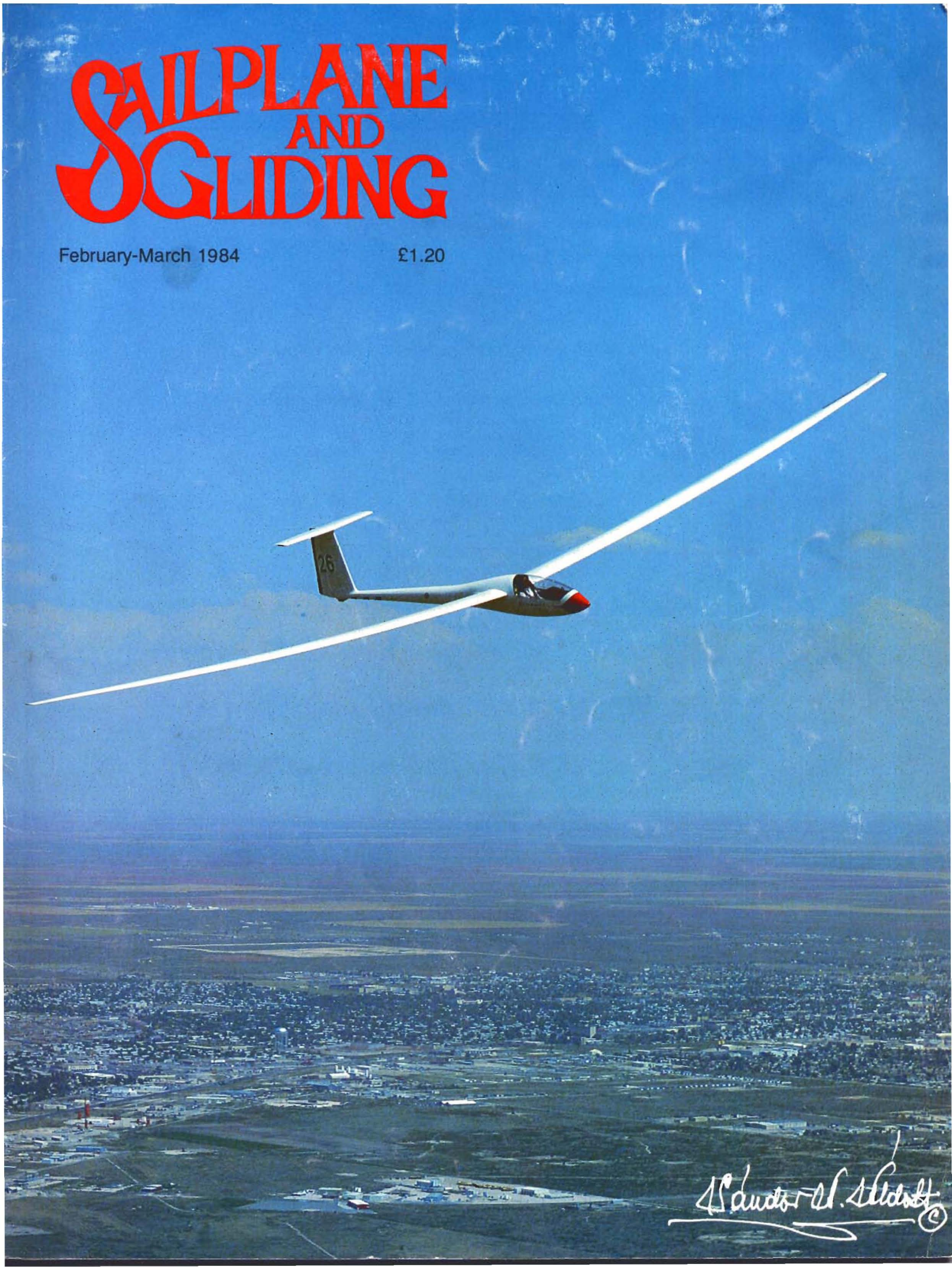
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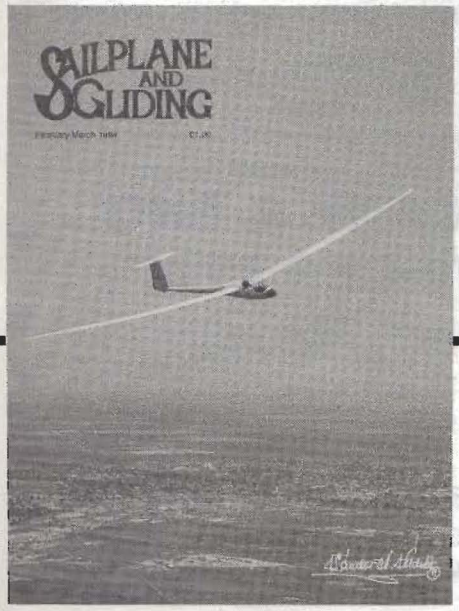
Committee:
A. W. F. Edwards (Chairman), R. Q. Barrett, M. Bird, F. G. Irving, B. Rolfe.

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

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

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Cover: Sandor Aldott took this photograph of George Lee flying his Nimbus 3 over Hobbs during the World Championships.



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FEBRUARY-MARCH 1984 VOLUME XXXV No. 1

British Gliding Association
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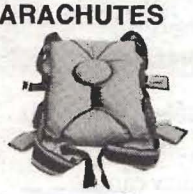
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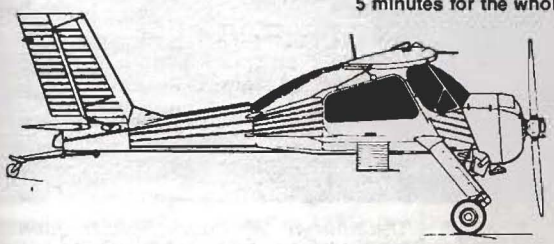
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The Essence of "Enterprise"

JOHN CADMAN recalls a memorable 495km straight line distance flight on June 27 from Aboyne during Competition Enterprise.

The story of just how I found myself sitting in Justin's LS-4 at 6.50am (in what I can only describe as a pre-breakfast stupor), climbing at between 6 to 8kt in the "house" wave at Aboyne having declared a distance goal flight to Lasham will probably never be told. However I felt the subsequent flight was sufficiently interesting to attempt to record it.

The previous evening Black Jack the Enterprise '83 tasksetter had quietly informed a gathering in the clubhouse that there would be no briefing the next day and that launching would be available from 4.30am onwards! It could be the day of all days and Mike Garrod thought the south coast — of England — was "on". I am sure he would not mind if I reproduced the note he made for briefing:

> *"Winds favourable to get to Lasham. At 2000ft, 25kt to Northumberland, then decreasing to 15kt in south. Good wave (reported in Northumberland) with broken cumulus. South of Lincolnshire may well prove to be more difficult, but progress will be maintained with a 15-20kt wind on the tail."*

A lot of pilots had just completed wave flights of well over five hours or more and the look of disbelief on many faces had to be seen to be believed.

"House" wave on duty

Being a confirmed addict of Enterprise I crawled out of bed the next morning at 5.15am and arrived at the airfield at 6.00. The sky looked distinctly interesting and the "house" wave was already on duty. Almost immediately after I arrived my partner in 488 also turned up and lost no time in persuading me to get airborne. I only found out the next day that his enthusiasm had been fired by a strong desire to get back to the hotel for a hot breakfast! Lemmy Tanner was in the Super Cub and we took off into the teeth of a bitter 25kt wind, the strength of which rapidly increased to 50-55kt at 3000ft. We were just below and in front of a large low level lenticular shaped cloud and still in very rough air when Lemmy waved me off. It was not until I had increased speed to 70kt and moved forward a little that the transition to super smooth air occurred. I was in the



primary wave behind Morven and before I had time to think I was at 13 000ft.

The view from this height was quite different from the previous day — there was a certain amount of lower cloud around but no distinct wave bars or slots and no high level cloud. However, a closer look at the lower clouds indicated that they were organised into rough lines and I therefore proceeded towards Braemar over what I thought could be a wave slot — the time was now about 7.30am. Judging the right position over the slot was considerably helped by experience gained on Sunday's flight (an O/R to the western end of Loch Tay) and sure enough the wave was working and Braemar was reached with little loss of height. Lenticular clouds and slots were now starting to form in a clearer fashion and there appeared to be one slot pointing almost directly towards Loch Tummel.

I was very surprised to find that a 45° change of direction to reach this slot did not involve flying through the usual area of heavy sink and I have since concluded that the Aboyne/Braemar wave changed direction at this point and I was really in a continuation of the same wave. I reached Loch Tummel still at 10 000 to 11 000ft — found a patch of strong lift and climbed to the highest point of the flight — 14 000ft. There was no oxygen fitted to the LS-4 so I did not venture any higher.

The position of the wave over Loch Tay seemed to be identical to the previous day. The loch and its surrounding hills were producing two waves — one over its north western shore with a bar cloud roughly over the centre of the loch and a second wave just to the south of the south eastern shore. I chose the northern slot losing several thousand feet before finding more lift. The wave bar cloud followed the plan shape of the loch almost exactly and it was working along its whole length. In a relatively short space of time I was over Killin. To the south-east there were numerous wave clouds with tops some 6000ft below and I flew due south to Loch Earn where I was able to climb back to 13000ft. Although I did not record the time it was certainly not later than 9.00am.

I then proceeded south-east towards Callender and as I had been asked by Lemmy Tanner to call Edinburgh Approach on 130.4 if I got as far as the Scottish TMA, I proceeded to do so. The RT conversation that followed went something like this:

"Edinburgh Approach, glider number one requesting permission to cross the Scottish TMA on a southerly course over Cumbernauld"

pause

"Number one, Edinburgh Approach what is your altitude?"

"Edinburgh Approach, glider number one, 12 000ft."

longer pause

"Number one, Edinburgh Approach, please hold"!!!

By this time I was just past Callender and flying into a new area of lift. I turned into wind and with a slightly superior tone of voice replied

"Edinburgh Approach, glider number one, holding"

There was now a rather longer pause which seemed to be nearly fifteen minutes although I doubt if it was more than five and I was then given permission to proceed, having first been asked

to adjust my altimeter to a local QNH setting and to report my height and position from time to time whilst crossing the TMA.

I now set course for Cumbernauld over a patch of cloud which covered the high ground to the west of Stirling but looking further south there were positive signs of wave formations including quite a few slots and in fact as I reached Cumbernauld, down now to about 10 000ft, a 4kt climb took me back to 12 000ft.

The view from this elevated perch was quite unbelievable — to the north the cloudscape looked like an undulating sea of brilliant white snow — Edinburgh was hidden by a similar dazzling white blanket and parts of Glasgow and the blue green Firth of Clyde were clearly visible. The reasonable proximity of the mass of Motherwell confirmed my position with some degree of accuracy.

There was still no upper cloud and I had been in glorious sunshine ever since the first climb above Aboyne. Although it did not sink in at the time the wind speed even at this altitude had started to drop in strength.

The cloud layer immediately to the south and south-east was again 8/8 but to the south the tops looked a little more undulating and I chose this direction. The next definite pinpoint was the southern end of the Kielder reservoir. The route south from Kielder over the Cumbrian/Durham central Pennine Range worried me slightly as there did not appear to be much visual evidence of further wave activity and I did not relish the thought of a descent through cloud over this hilly ground without knowing the height of cloudbase. I therefore once again edged eastward as there were wave type slots to be seen in this direction. A few miles south-east of the Cheviot hills north of Newcastle I was able to climb back to 12 000ft — the last wave climb of the flight.

As it was still not 11.00am I wasted some ten to fifteen minutes in this area of lift before committing myself to a glide towards an untidy mass of cloud roughly covering the Newcastle SRA. The cloud tops looked as if they had been produced by thermal activity and avoiding penetration I skirted round the west of Newcastle, eventually reaching cloudbase in the vicinity of Consett at approximately 3000ft. The sight at this level was decidedly depressing in that the base of these cumulus clouds resembled a dense hanging cobweb and did not look as if they would produce any lift at all. Doom and gloom filled the cockpit as I assumed the end of the flight was imminent. As I was still able to talk to Enterprise pilots flying in the Aboyne area at between 10 000 and 15 000ft I reported that I might soon have to land. This certainly looked as if it would be the case since I was now looking *up* at what appeared to be a layer of alto stratus with base at about 5500ft. There were odd lumps of lower cloud which did not look particularly active but they must have been thermal in origin because to my surprise I found weak lift beneath them.

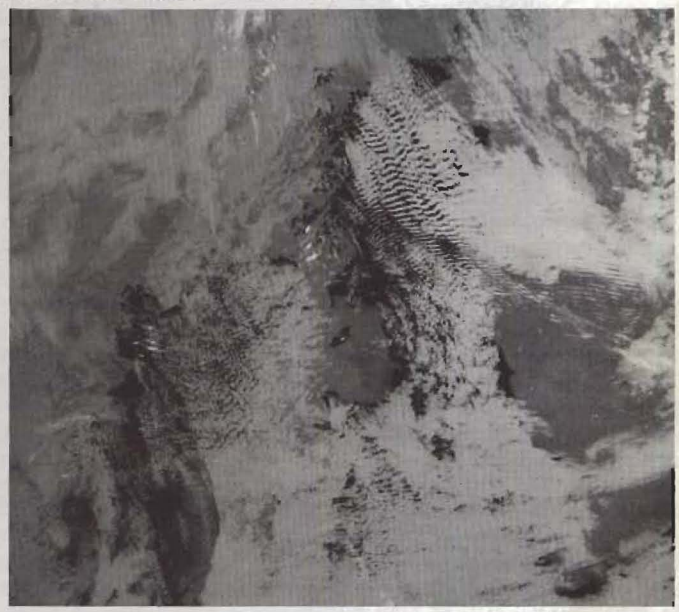
By persevering (and in some cases backtracking north to a more likely looking black lump) I managed to remain airborne and suddenly I realised Catterick Airfield could be reached. A slight diversion to the east produced another climb to around 3000ft and the rest of the flight turned into a series of final glides to a number of airfields — Dishforth, Rufforth, Doncaster, Gamston, Winthorpe — with average thermal strengths seldom exceeding 1½ to 2kt. The time was now approaching 3.30pm and any weak thermals that could be found became progressively more inconsistent and erratic. After so many hours in the air decision-making processes were deteriorating and I also became impatient with these frustrating patches of lift. A convenient stubble field appeared close to the village of Croxton Kerrial and I made up my mind to land — touching down at 4.00pm.

After landing the sky still looked soarable and I cursed myself for not pushing on but felt a bit better when I saw gliders launched from Saltby making steady descents back to Mother Earth. The wind strength had dropped to no more than 5kt.

(Continued on p11.)



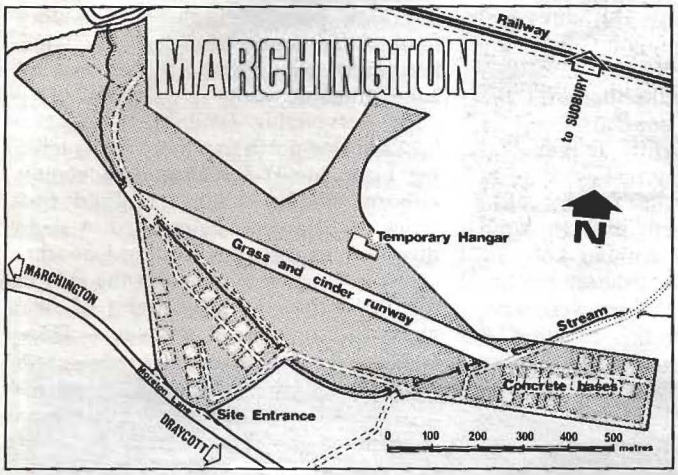
The satellite photograph taken at 0909hrs BST on June 27 when John was just south of Loch Earn. Wave formation can be seen as far south as East Anglia.

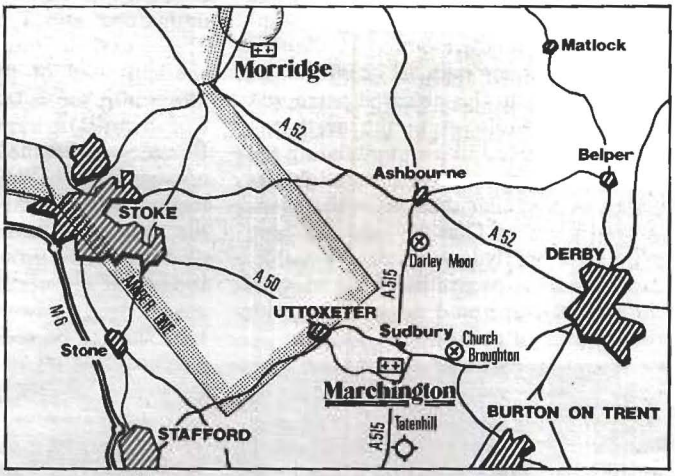


But on the photograph taken at 1559hrs, when John was SW of Grantham, the altostratus layer over central England show little, if any, signs of wave, except possibly over Wales.

OUR OWN SITE

MIKE SKINNER, promotion and public relations secretary, explains how Marchington Gliding Club came to own their own site.





We have a club night on the first Wednesday in every month but last September 7 was to be special. It was the night after the auction of our site and we would learn our fate.

The club started life in 1965 at Church Broughton airfield. It was rented land and since it was sold seven years ago we have had to move twice, always being tenants, first to Ashbourne and then in 1979 to Marchington, an old Army camp.

But this time we would have nowhere else to go, so would this be the end of the line? Ray Steward, chairman, and the committee had been convinced since we moved to Marchington that when the land eventually came up for sale we must buy it to survive. Even whilst we were moving in and clearing the jungle to make a runway, the Ministry were preparing to sell the land and, of course, we had declared an interest.

However it was not to be that easy. First the land had to be offered back to its original owners and if not taken, it would be divided into lots and auctioned. This process took several years but by the end of 1982 the auction plots had been shaped and, hopefully one lot would cover all our present operations and most pipe-dream plans.

In expectation of a September 1982 sale much background work had been done to secure support, advice and finance. A good neighbour policy and close involvement with the nearby villages enabled us to rely on minimal formal opposition and would facilitate obtaining planning permission and consents.

We enjoyed much advantage from the specialist skills of our members, such as Robin, our tame lawyer (he's also a tug pilot and instructor but not always tame in these capacities) who ensured we became well aware of the pitfalls, problems and their solution in plenty of time to act. The BGA and the Sports Council also gave much advice and assistance, particularly in lobbying and helping secure loans and grants worth £25 000. We were well centred and going up!

Land value almost doubled

Then we started to hit sink. Fund raising had gone quite well, flying income was good and, because of the impending auction, spending was at a minimum. However, early in 1983 the estimates of the land value almost doubled as other people became interested in the site; the general election, the price of hay, everything seemed to be reducing our chance of purchase. We had already approached the bank for a loan and now we would have to borrow up to the limits of our credibility.

Sid Brixton, our treasurer, with a little help from his friends, drew up a prospectus which would have done credit to No. 11 Downing Street. Yes, we could have the money and we would now be able to bid realistically.

In July we got another shock. We broke the Blanik, nothing spectacular just a little bent strut near the undercarriage, but it meant we had to stop flying. Within a day Husbands Bosworth had stepped in to help with the loan of their red Bocian and we were back in business. July and August gave us plenty of flying, including many pleasant flights in a Silène demonstrator, and this extra income was to prove crucial.

As the year progressed the site became really tatty. Away from the flying area weeds, bushes and rubble were everywhere whilst the heat and drought scorched the sparse grass and clover. The worse the site looked on auction day the better! We also had discussions with local farmers, but it quickly became apparent that there was little hope of finding a safe formula for joint purchase and joint exploitation. In fact we found out later that a farmers' syndicate had been formed and fortunately we hadn't revealed the depth of our pockets.

So that was the build-up to that night of September 7. As Ken Ballington and I walked into Sudbury Service Station's restaurant, which we use as our clubroom, there was no sense of jubilation. More than half the club had turned out but there wasn't a smile to be seen.

"We've got it for £82 000", announced Mick Shelton, CFI, which was more than the limit we had unofficially set ourselves.

Now I understood the mood — initial joy was being weighed down by a realisation of responsibility. As the evening wore on the mood lightened and plans were planned and tales were told. Roy described the auction, the intrigues, the pause between the last bid and the hammer. The farmers' syndicate had dropped out early on but another mystery syndicate had pushed the bids up — was it a syndicate of wives we wondered?

So we've got the site, what next? We



Ron Webster photographed the Super Cub in its temporary hangar.

are going to build a two-storey clubhouse, a few hangars and restaurant, swimming pool, residential accommodation for club flying weeks and courses; include camping facilities, extend the runway to allow N-S and E-W launching and landing and add a field landing area in one corner. We'll get another tug and a winch, two or three glass two-seaters and a really good single-seater, plus a new sign for the gate. We plan to get the sign first because that's all we can afford right now, but one day . . .

To be realistic and businesslike we know we have an uphill struggle for at least the next five years. Even with the money for the Blanik the current account is empty, or will be by the time all the site bills are in and the two miles of fencing (a condition of sale) have been installed. Our credit is stretched near the limit and just paying for the loan interest will absorb all the membership fees this coming year.

The Super Cub is purring away merrily and in the absence of a club two-seater we have come to a short-term lease agreement with Husbands Bosworth (bless em!) on the Bocian and its trailer. Working parties are getting stuck into essentials like site clearance, fencing and completing the temporary hangar.

We are also exploring other ways of raising income from grazing and field activities, caravan clubs, motorcycle rallies, pony club trials etc. But we realise that only by increasing our flying and flying membership will we really succeed.

Let's look at what we've got for our £82 000. The site is well located south of the river Dove between Derby and Uttoxeter and within thirty minutes drive from north Birmingham, Walsall, the Potteries, Nottingham, Burton-on-Trent and Stafford. We are well away from major air restrictions and have easy access for long flights to the north (Buxton), the north-east (Sheffield), south-east (Leicester) and the west (Shrewsbury).

Ideal hardstanding

We have 103 acres of flat, well drained land with good access, covering almost a mile EW and half a mile NS. The Army left behind many roads and concrete bases which form ideal hardstanding and will eventually form the bases for our club facilities and hangars.

Drop in and see for yourselves. We meet every Saturday, Sunday and Wednesday. You can be sure of a welcome, a flight and a shovel — or all three.

How does it feel owning your own site? It's like a really big strong thermal just a few miles away. We haven't much height and there are a few pockets of sink in the way. However there's only clag in the other directions, so nose down, here we go.

(Continued from p9.)

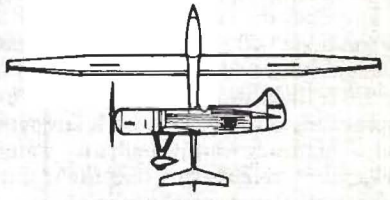
The straight line distance turned out to be 495km and it had taken all of 9hrs 10mins! Quite an unusual flight in that the first half was carried out between 7000 and 14 000ft and the second half between 1500 and 3000ft. I suppose I shall always wonder what would have happened if I had kept closer to the central core of the Pennines instead of legging it down the A1.

When planning this particular route for a long distance flight I had always thought that the transition from wave to thermal flying would be more than difficult to arrange at the right time and place. I now have to modify my view as it is clear that with reasonable thermal conditions south of Newcastle this is possible and Lasham and beyond could be achieved quite comfortably, with time to spare, given an early start in wave. The satellite photographs taken at 9am on June 27 showed good wave conditions down south as far as East Anglia — what might have been achieved by a 4.30am start?

My crew had been battling their way down south since 9.00am having had some news of my progress *via* information relayed by gliders flying at great heights above Aboyne. Incredibly they arrived at Croxton Kerrial village at 6.15pm to be greeted by the farmer's wife who had gone to fetch coffee and sandwiches for the "intrepid aviator". Her opening remarks did not go down too well — "If you are looking for a glider I can lead you to the field but did you lose your way? The pilot was expecting you ages ago"! An hour earlier I had told the dear lady they were not too far away and would be arriving in a "few minutes"! The atmosphere during derigging was somewhat cool.

Perhaps this would be a good opportunity to heartily thank them for their unselfish effort — and Mike Garrod for a Met forecast which only went just a little bit wrong — the members of the Deeside GC for their impeccable organisation — "Aboyne" for producing the almost unbelievable wave conditions and Justin for his truly remarkable gesture. A combination that made me a very happy human being.

One final comment. For me the experience of Competition Enterprise gives vastly more enjoyable flying than bashing round a racing triangle under the pressures of rules designed to eliminate the element of luck. What number of unusual opportunities have been missed by applying the strict parameters of this, dare I say it, stinted form of flying? May the spirit of Philip Wills and the presence of John Fielden long continue to influence and guide a rather special event.



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FLYING THE K-23

JOHN JEFFRIES

I accept that flight test reports written up by agents or a pilot loaned gliders free gratis for a competition, are suspect. So it would have been nice to have had a pilot with no particular axe to grind to have flown the K-23. Unfortunately since the 23 prototype was only in the early stages of test flying for its LBA C of A, this could not be arranged. So it has to be my impressions or nothing for the time being. I have tried to be objective.

On philosophy

The challenge of improving on the absolute performance of gliders is one that few good designers seem able to resist. No doubt this is the main reason for the dearth of glider types quite specifically designed to cater for the special requirements of early solo pupils.

From a manufacturer's standpoint, it takes a lot of courage to embark upon the production of training gliders of non-competitive performance but which, these days, cost much the same to design and produce as, say a Standard Class machine; the now almost exclusive use of FRP* and laminar aerofoils give little scope for cost cutting. Furthermore, it has become almost traditional for gliding clubs to cheesepare on training gliders, with a tendency to rely on yesteryear's cast-offs rather than pay the higher price for up-to-date machines designed specifically for the job. Could this be the reason for such high wastage rates in the post-solo stages?

Fortunately for the gliding movement, one designer at least, Rudolph Kaiser, has never lost sight of the need for simpler (a relative term) gliders, properly tailored to the training role. His practical turn of mind and inspired design expertise in the K, Ka and ASK series, has enabled countless thousands of pilots to advance pleasurably and painlessly from *ab-initio* to advanced soaring. It will be surprising indeed if the K-23, his latest brainchild and his second venture into FRP, does not join the ranks of his other ever-popular successes.

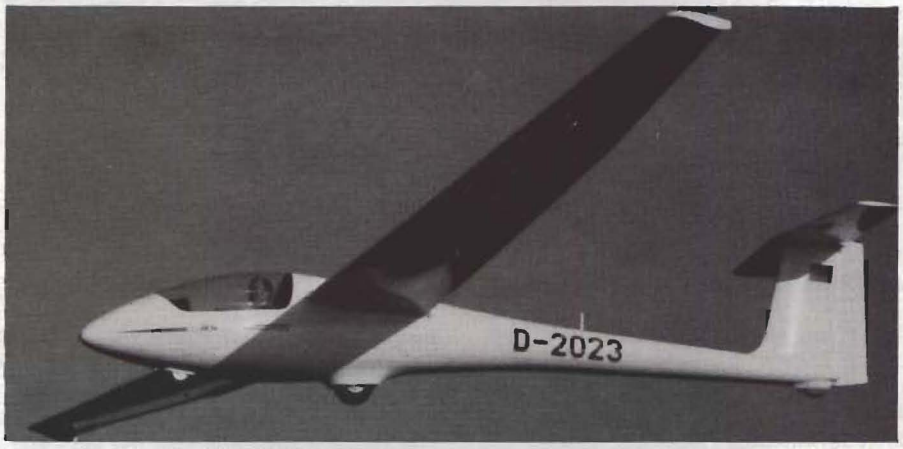
Flight background

One flight is not enough to explore the whole spectrum of any particular glider. In any case the K-23 was restricted to 150km/h (81kt) and the low speed characteristics had not been explored in the LBA flight test programme. But first impressions do underline both strengths and weaknesses which familiarity waters down, so I believe this one flight does paint a fair representative picture.

Rigging and ground handling

Rigging is entirely straightforward and follows the usual Schleicher FRP pattern with two parallel horizontal mainpins connecting the wings together at the tongue and fork root. Ailerons and airbrakes are connected through a fuselage access hatch with the now familiar ball and socket connectors. The elevator connection is automatic and appears to be totally foolproof. No doubt somebody will eventually find a way to prove me wrong!

*Fibre Reinforced Plastic.



Empty, the 23 rested tail down on its mainwheel and tailskid. A built-in tailwheel will be an optional extra on production machines. About 5lb downward pressure on the nose was enough to get the generous nosewheel onto the ground making on-the-spot rotation and retrieving (backwards) painless. Pronounced wingtip turn downs kept the trailing edge of the wing and the ailerons well clear of the ground.

Cockpit layout

Essentially the cockpit layout is similar to that of the front seat of the K-21. This is, of course, deliberate as the K-23 is designed as a first solo follow-on from the K-21. But there is much more leg length room and more head space to the canopy — the 23 is designed to take pilots up to 6ft 6in tall in comfort. The contoured seat back is adjustable (before flight) both top and bottom so giving variable rake. By moving the bottom of the seat-back backwards, the pilot sinks farther down into the cockpit *via* the contoured seat, thus achieving greater head to canopy clearance for tall pilots. The rudder pedals, of the bottom hinged flat organ pedal type, are adjustable in flight.

Unlike the K-21 the 23 spring trimmer is located on the left hand side of the cockpit of the infinitely variable slider type. Locking is by means of a slightly knurled friction nut with a nylon clamp. Personally I do not care too much for this arrangement as the trimmer tends to "creep" during dolphining etc and the friction nut is difficult to tighten down adequately with sweaty fingers.

Both stick and airbrake lever fell conveniently to hand and the instrument panel could be reached without undue effort. The over-centre lock on the airbrake was strong but acceptable in the normal seated position. A minor irritation on the prototype was the airbrake lever not running to the end of the housing slot resulting in constant "anxiety" checking in flight; this is being sorted out on production machines.

A final touch of class comes with the genuine sheepskin lining to the seat and seatback area. Although it might be thought to be a bit pretentious, this lining is in fact warm, comfortable and good looking and probably no more expensive than the more common padded corduroy.

Take-off

For the cross-country pilot, Schleicher's airstrip is about the last field you would pick to land in. Undirectional (bi-directional if you include the standard practice downwind landings), short, extremely narrow and nestling under a 200 plus foot slope, I have to admit to some sense of apprehension every time I look at it. Apprehension heightened by the prospect of flying the one and only precious K-23, by being instructed to take-off without a wingtip holder and by being briefed that the take-off run might be longer than expected.

I need not have worried. In the event

the wing came up in the tug's slip-stream before we had started to move and lift-off was so rapid that I missed noting the air-speed at which it occurred. Pitch was easy to control with light but not over-sensitive elevator response which should present no difficulty to a pilot trained on a K-13 or similar. The rest of the tow using the front on-the-centre line release hook was completely straightforward and felt in all respects like a front-seat ride in a K-21.

The separate winch launch hook, on or near the C of G, is offset to the left of the centre line but winching was not available to try it.

Free flight

Off tow it took a few minutes to settle down to the correct speed for Min sink as the airflow noise level was low (apart from a few minor muted hisses and whistles due mainly to the wing control connection inspection hatch not being taped up), and did not vary much with small pitch changes. There was also some lack of direct visual pitch reference. The solid part of the nose and the top of the instrument panel is well below the horizon and as the pilot's eye view of the wing is of the curved leading edge only, both upper and lower main wing surfaces are hidden from sight. Schleicher's published figures give the Min sink as 0.62m/s occurring at 74km/h (40kt) but in practice the 23 seemed to fly perfectly happily down to 63km/h (34kt) in straight flight without any apparent increase in sink rate. Even at this low speed, the rate of roll was quite good, roughly 4½ seconds 45° to 45°, and improved a little by increasing the speed to 10km/h or so, as one would expect. What was impressive was the small amount of aileron drag with full and rapid aileron deflection. Even at low speed there was enough rudder power to cope with what little there was, so that it was possible to keep on an accurate heading whilst carrying out this manoeuvre. In circling flight with about 30° of bank on, 74km/h (40kt) seemed comfortable and felt about right.

Impression of small span

The overriding subjective impression was of flying a very light, manoeuvrable, small span glider (although in fact the span is a full 15 metres). The wing, which is quite deep and of comparatively low aspect ratio, felt extremely stiff and strong. Although not normally a fan of stiff wings, because of their lack of thermal information feedback, for some reason this lack of feedback was not apparent in the 23. Quite to the contrary, every tremor of the airmass could be felt; Rudi Kaiser's description of the K-23 as being a glass K-8, being very apt.

Soaring

Although not specifically intending to fly the K-23 on what was primarily a business trip, when offered the opportunity I was hardly likely to refuse. Since the cloud was firmly on the ground Herr Schleicher was on a pretty safe bet. But miracles do happen and on the second day of the visit a biting cold light northerly drift slowly lifted the stratus off the ground and left it hanging about 2000ft-up. By the time the 23 was taken to the airfield and rigged, a few random holes appeared in the stratus to reveal an 8/8 blanket of cloud a little way above it. Hardly ideal for a test flight and certainly not a recipe for any kind of soaring. But miracles continued to happen and after dropping down to the base of the stratus at around 1800, some tatty lumps of imbedded strata cu produced very weak "bitty" lift — enough to try the circling, centring and scraping properties of the 23.

Difficult to catch

Well, I certainly was not disappointed. Every tiny movement of the airmass could be felt. The marked lack of aileron drag, coupled with a rudder powerful enough to cope with what little there was, enabled centring to be done with great precision, giving the feeling that you were putting the machine *exactly* where you wanted it. In spite of a thin film of rime along the leading edges of the wings, this did not seem to affect the handling and it was possible to circle quite tightly (approx 30° of bank) at around 74km/h (40kt). The rate of sink seemed to be very low, one of the main features that Rudi Kaiser aimed for, and this, coupled with the low circling speed, will make the 23 a difficult machine to catch in thermals. In the inter-thermal glides, most done at what I judged to be Max glide, the performance consistently surprised me. Although calculated figures give a Max L/D of 33:7, it certainly *felt* as if the 23 was doing better than that.

The soaring session was terminated with great regret after an hour purely in deference to the Schleicher employees who were left shivering on the airstrip; the almost overpowering temptation to try an obvious wave slot which had appeared over the East German border, was somehow resisted. An hour is not long enough to assess cockpit comfort properly but apart from an uncomfortable seat back, designed for a small back type parachute whereas the flight was carried out with a full-length parachute, I felt as if one would be perfectly at ease all day with plenty of room to wriggle about and store a Fortnum and Mason's hamper.

The otherwise pleasant and well balanced controls were rather spoiled by more mechanical friction in the aileron circuit than was desirable. This is being looked into and is only a minor engineering problem and in any case the 23 was brand new. The cockpit was totally draught-free thanks to its being very carefully sealed from the outside, both releases, air-brakes lever housing and wheels all being independently enclosed. Although the 23 would trim out throughout the permissible speed range and at my weight, the trimmer had reached the aft limit of its travel in circling flight. This would obviously be unsatisfactory for a heavy pilot. This problem will be sorted out on production machines, of course.

Stalling and spinning

Since the prototype 23 was, as aforesaid, only at the beginning of its test flight programme, there was no loading plaque in the cockpit. There was thus no way of telling where I lay within the loading limits, but at 150lb clothed, was probably towards the bottom end.

In straight flight progressive slow reduction of speed resulted in a nose up mush which continued when the stick was held full back with a rolling action first one way and then the other, now common on modern gliders, progressively building up. All perfectly correctable with appropriate rudder with a reduction in back pressure on the stick effecting an instant full recovery. With a more rapid reduction of speed, a clean straight stall occurred at around 55-57km/h although the exact speed was difficult to read out due to airflow disturbance on the fuselage mounted venturi.

On spin test the 23 was reluctant to enter both from straight flight and from slow turns but at my weight they *could be* induced with sufficient determination and possibly held in. Due to the early stages of the flight test programme, I did not try holding more than one turn of a fully developed spin but recovery was instant even when only part of a conventional recovery action was applied.

Approach and landing

Before getting involved with the approach proper, I took the opportunity to try the sideslipping qualities of the 23. Unlike many gliders which suffer from lack of sufficient rudder power, I found it possible to do steep slips at low speeds and yet be able to maintain a fixed heading. The application of airbrakes during the slip gave an extremely high rate of descent. There was no tendency for the rudder to "lock over".

On the straight approach using air-brake only, the approach was conventional and very similar to that of the front seat of a K-21 flown solo. The efficacy of

(Continued on p14.)

THOSE LIGHT STICK FORCES

DEREK PIGGOTT

There must be many pilots flying gliders with all moving stabilisers who are unaware of the possible hazards of flying at high speeds. Recently quite an experienced pilot got into real problems making a practice spin recovery in a K-6E and I know of another who counts himself lucky to be alive after losing control in a Std Cirrus.

The problem with the K-6E started as a result of the pilot being in good practice in a K-13 but out of practice in his K-6E.

The spin itself was quite normal and after a few turns the pilot initiated the recovery action by applying full opposite rudder and then moving the stick forward. However with the negligible stick forces of the K-6E, he must have rather overdone the forward movement. He stopped the spin but pitched the nose down rather violently. At this point he hit his head on the canopy and dislodged his glasses. What occurred next is somewhat uncertain. He was unaware of any high *g* or indeed of anything at all until he found himself in a near vertical attitude about to tailslide.

After landing the aircraft was found to have split fabric and extensive minor damage which could only be attributed to overstressing at high speed.

Piecing together the evidence it seems almost certain that the pilot had blacked out during the pull out. Susceptibility to high *g* is greatly effected by the duration of the loading and whereas most of us can cope with 3½ to 4*g* for a few seconds, a sustained loading of that amount may cause loss of vision. Much also depends on the seating position and whether the pilot is expecting the extra *g* and prepares for it by tensing himself up. For example, when sitting relaxed in a T-21B, I have been "greyed out" by a student making a tight loop. In this case the pilot had started at about 0*g* and possibly pulled 5*g*+ for 6-8 seconds.

The details are unimportant but the lessons are clear.

Care at high speeds

Extreme care is always needed with these types of glider fitted with an all-moving stabiliser and spring trimming when flying at high speeds and particularly when recovering from extreme attitudes. The elevator forces remain almost constant at all speeds and are so low that any jerky movement may result in very high *g* loadings.

Familiarisation flights on these types must include experience making gentle pitching movements at gradually increasing speeds up to at least 100kt in smooth air. Pilots should also be briefed about the dangers of pilot induced oscillations (PIO) and how to deal with them by slowing down, holding the stick still, or by releasing the stick.

Subsequent checks with this K-6E pilot showed that during spin recoveries in the K-13 his elevator movements were rather abrupt. Since most of these control movements are semi automatic and largely pre-programmed, it is almost certain that they were the initial cause of reaching a high speed.

Perhaps therefore, instructors teaching full spin recoveries should emphasise that the movement of the stick should be a **controlled** progressive movement rather than a rapid, uncontrolled push.

A further point about spin training. Instructors frequently brief their student to **pull out** from the ensuing dive. Perhaps because of this there have been a number of cases of two-seaters being overstressed during the recovery from steep dives after spinning. It should be noted that on types fitted with a normal fixed tailplane and an elevator, the stability of the glider alone would result in a fairly violent pull out and that, in fact, a controlled push force may be required on the stick throughout the recovery to level flight. Perhaps "ease it" out of the dive would be a better term to use.

With an all-moving stabiliser (not fitted with anti-balance tabs) any stick movements must always be gentle as it is only too easy to exceed the design limitations when flying above the manoeuvre speed (VA), about 75 to 80kt for most gliders.

Fortunately glider designers seem to have given up all-moving stabilisers in favour of a fixed tailplane and normal elevator. As a result most of the new breed are more pleasant and safer to fly.

(Continued from p13.)

the brakes was very adequate even for an inexperienced pilot and the low wing loading and low mass of the 23 made speed control easy. In spite of landing downwind (about 10kt component) the touchdown was normal and the ground run straight, aileron control being maintained to the end of the run. The drum wheelbrake, actuated by the last part of the airbrake travel, is very effective on a machine with as low an empty weight as the K-23 and the nose wheel layout allows for considerable abuse without damaging the glider.

Conclusion

It really does look as if at last there is available an FRP glider that is geared to current training systems. Although ideally the K-23 makes a logical follow-on from a FRP two-seater, there seems to be nothing about it which does not make it perfectly suitable for a follow-on from such two-seaters as the K-13. The 23 would appear to have all those qualities which will endear it to club pilots for years to come including easy ground handling, cockpit comfort for a wide range of pilot sizes and weight, docile and pleasant handling and, perhaps above all, the ability to scratch about and soar in indifferent conditions.

I think Rudi Kaiser is right. The K-23 looks like being the FRP K-8 of tomorrow.

Technical Data K-23

Span	15
Wing Section, Wortmann FX61-168/FX60-126	
Wing area (m^2)	12.82
Aspect ratio	17.44
Wing loading at 85kg useful load, and 380kg AUW (kg/m^2)	24.41-29.44
Empty weight (kg)	230
AUW (kg)	380
Minimum sink at 70km/h (m/sec)	0.62
Glide ratio at 78km/h	33.7:1
Speed Min and Max (km/h)	60-220

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NO SUBSTITUTE FOR 15 METRES

KEES MUSTERS
(Current, National Champion, European Champion and 15m Class World Champion)

During my recent stay in the UK, Rika Harwood, who knows my weaknesses very well, used a bottle of good wine for convincing me to write an article for S&G, preferably about the 15m Class.

In your country it's an old tradition to believe that there is "no substitute for span" so the only decent glider is an Open Class ship. Of course, being a 15m pilot for many years past, I fully disagree. Only seldom have I had an opportunity to discuss this matter with British pilots at a suitable place — I mean in the bar.

In good company!

Your top pilots are very serious during a competition so they go to bed very early. The only exception known to me is Brian Spreckley, and of course all the British crew members, normally being kicked out of the local bar at closing time — together with the Dutch team.

But even your crews believe in the superiority of the Open Class, thus showing some masochistic tendencies, since it means more wing polishing, water carrying, heavier rigging and ground handling, etc. As an excuse for operating these heavy and expensive ships, Open Class pilots sometimes mention the "fun of gliding". This, in my opinion, has nothing to do with competition flying. Having fun with gliding is allowed before and after the competition, but during a contest one should be dedicated to destroying the enemy — the fellow competitors.

The tool is the glider, and the main feature is that this tool is more or less equal in performance for all the competitors in a Class. The absolute performance doesn't really matter since the scoring shows relative results, and both weather and glide angle are equalled out. Having many Classes also means having many Champions, but who is really the best? You need an extra competition to sort that one out.

For this reason I intend to fly in the Austraglide 1984 contest in the Open Class, simply because Ingo Renner is doing this as well. I will suffer the heavy stick forces, slow rates of roll and insufficient rudder for a few weeks just to meet the man to beat. But don't think I will be going to like this just for the fun of flying! The better average speed will surely be compensated for by bigger tasks, so what is the difference after all?

In the Netherlands, the Open Class virtually does not exist. Occasionally one or two Nimbuses are handicapped into the 15m Class, that is all. Dutch pilots learned to appreciate the easy to rig and fly 15m planes; and for a small country like ours, one Class is enough for the top pilots and the best way to find out who is the best. It gives a better comparison for selecting an international team. In some countries an Open Class pilot is qualified to fly because he is one of the very few in his Class.

Of course, to avoid too many out landings, or boring slow average speeds, a minimum acceptable glider performance does exist. For this reason flaps should be mandatory, I do understand, however, that people who made the mistake of buying a Standard Class glider, or joined the wrong club, also like to fly in competition.

In Holland, Standard Class competitions do exist, but fortunately every successful Standard competitor converts to the 15m Class as soon as he gets the chance. I must admit that a long, long time ago, before the advent of the 15m Class, I flew in the Standard Class myself. I even remember that those gliders have a certain way to increase forward speed a bit. Not, as it should be, simply by pushing the flap-lever forward, but by pitching the whole wing nose-down, together with the whole fuselage! I have seen those gliders in Hobbs, trying to penetrate to higher speeds with an unnatural nose-down attitude. This is done by pushing the stick forward and keeping it there. There is nothing to do for the left hand. If God would have wanted us to fly Standard Class he would not have created mankind with two hands.

LAUNCHING GEAR

KEITH MITCHELL, chairman, BGA Safety Panel

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

There has been a small spate of launch failure accidents and incidents, where gliders have become entangled in launching cables and parachutes. Two of the accidents caused serious injury to the pilots, and all of the others involved the risk of reduced control of the glider. As there is a large technical factor in these accidents, they should be largely preventable by a change in launching equipment.

The type of operation most at risk appears to be autotow or reverse pulley autotow, using quite light cable such as piano wire or Parafil and large drogue type launching parachutes. With the low cabletension of a slow launch, the parachute can inflate with the glider still attached, and then engulf the aircraft. Alternatively, when the launch is abandoned for any reason, but more often when the launch is too slow, the parachute inflates and the glider can then fly into it. Sometimes the parachute can rise up in front of the glider — parascending.

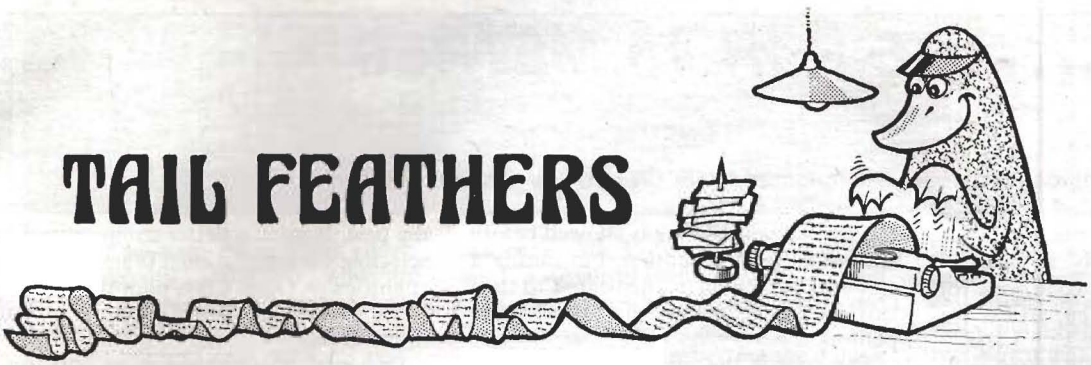
Parascending effect

In the case of the cable breaking or being released by the towcar, the weight of cable can inflate a large parachute and its forward momentum can momentarily cause the parascending effect.

A further risk exists when the cable has high elasticity combined with considerable extension under tension. When the cable breaks, it can catapult back at the aircraft with considerable force, causing damage or entanglement. Some synthetic ropes used as "shock ropes" at the glider end of the cable can cause this problem, as also can Parafil cable.

Does your club have special instructions for wire launching like "Pull back on the stick to maintain the tension on the cable to keep the parachute closed"? If so you are at risk. Some clubs have done thousands of launches for year after year with no problems of this nature. Find out what kind of launching gear they use and copy it.

TAIL FEATHERS



by PLATYPUS

FORGET, FORGET . . .

For some reason which escapes almost every sane person the summertime, when the politicians are in recess, is called the "silly season". The original idea seemed to be that newspapers, desperate for something sillier than politicians to write about and casting around for ways to keep their dozy readers amused, would invent idiotic stunts to keep circulations up. Now the stunts are absolutely continuous all year round.



Bravely head north

For glider pilots summer is the serious season. After October comes the silly season; only a few serious pilots bravely head north or west in search of wave, Diamonds and chilblains. *If you've ever been in a wild Westerly winter wave without a willy-warmer, beware,* the gnarled old shepherds sagely mutter to their unheeding charges, as they turn their shaggy eyebrows up towards the layering lenticulars. The shepherds, not the sheep, I mean. The sheep, being even more sage, can tell the difference between edible grass and an inedible lenticular and so keep out of a whole load of trouble that way.

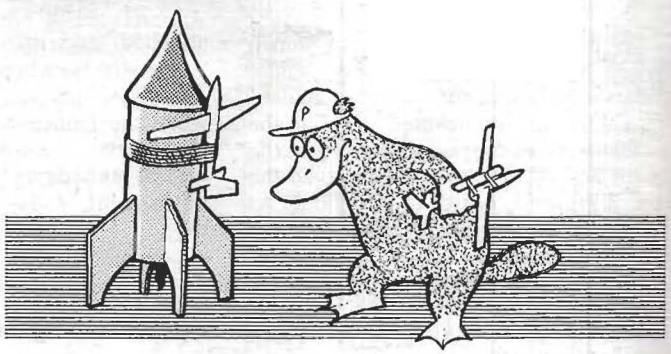
Many years ago a young chap missed the wave and landed his Olympia in a howling gale on a rockstrewn col up in Cumbria. He managed to fill the cockpit with stones equal to his own weight and piled an equal amount on the wingtip. Then he set off in search of humanity. A day or so later the exhausted pilot returned with a crew to the landing spot and found the Oly had been eaten alive by the gale and strewn like chicken bones over a large area. *Ohaarghh — if you've ever been in a wild Westerly* — shut up, you silly old woolgatherer, you and your old saws and old sores. Let us get back to the point (apart from mentioning that now that Cumbria is radioactive, willies are in even greater peril) which was, what sort of silly season do the southerners get up to when the nights draw in? Well, they dress in



Dress in strange clothes and impersonate people

strange clothes and impersonate people other than themselves, despite warnings that the Fuzz will have them inside the slammer in no time for that sort of thing. I am prepared to write doggerel for their pantomimes, but beyond that I draw the line.

Another event is the Guy Fawkes Day rocket-propelled glider contest with prizes awarded (so far as I can remember after my accident) according to duration, ingenuity and elegance. Being a bad loser and an even worse winner I demanded that the judging of the *concours d'elegance* should be held after the duration attempts, for the now obvious reason that not many of the other beautifully constructed aircraft or spacecraft would survive to that stage. My own was, or so I thought for a while, indestructible by comparison. The organisers, to use the term loosely, realised this fully, so held the *concours d'elegance* first. Every design whim was indulged, every shape of flying machine was displayed, bulging with tubes of gunpowder. Folding wings

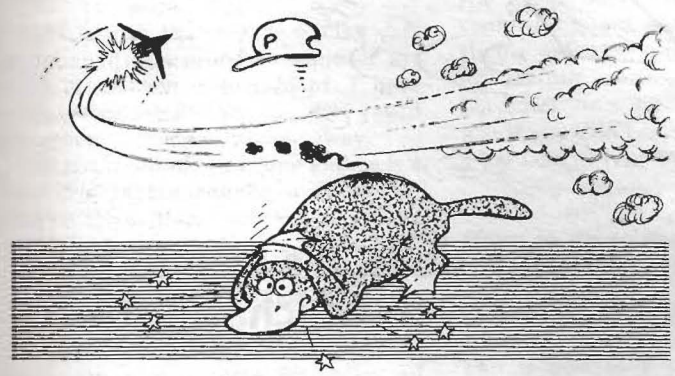


Bulging with tubes of gunpowder

with elaborate hinged mechanisms, multi-stage Saturn launchers and the occasional, rather forlorn, old stick and tissue glider or rubber job which had been cannibalised quickly for a

fiery funeral. These too, turned out to have folding wings, though without the ingenious hinged mechanisms.

There were three categories of flight pattern: first there were those — the great majority — that just fizzled impotently or blew up spectacularly without leaving the ground; then there were three or four that really climbed to 100ft or more and then glided down gently, including one with folding wings (F1-11 style) that actually worked, to vast applause; finally there was the most lethal variety, those that took off with immense speed and promptly did loops, bunts or wingovers right into the crowd. After an impressive (and lucky) flight in the second category with a modified American chuckie, I was planning a further attempt when a huge multi-stager that I thought had firmly placed itself in Category One suddenly decided it was really in Category Three after all and shot towards me at a height of four feet. All the right reflexes



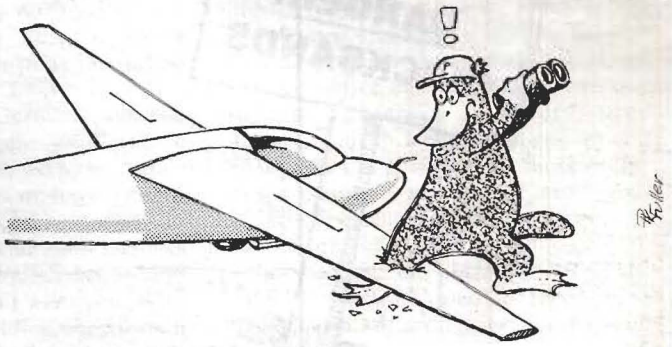
Shot towards me

worked and I fell heavily on my masterpiece (I refer to the expensively varnished chuck glider) and incapacitated myself and it for further competition. I won't say who the miscreant was except that his monstrous device was not called the Cruse Missile for nothing. The outright winner spent 16 hours on his machine and over £2 per rocket, which is almost cheating; but it's a lot quicker and cheaper than the two-seater he has been building since the days of Sir George Cayley.

Next year for safety's sake, I suggest we keep the Max weight down to say six ounces and (1) take out insurance or (2) get every spectator to sign a blood chit or (3) all wear motor cycle helmets and leathers or (4) hide in the clubhouse and fire the damn things by remote control.

The Art of Coarse Ground-Handling: or Do Cars and Gliders Mix?

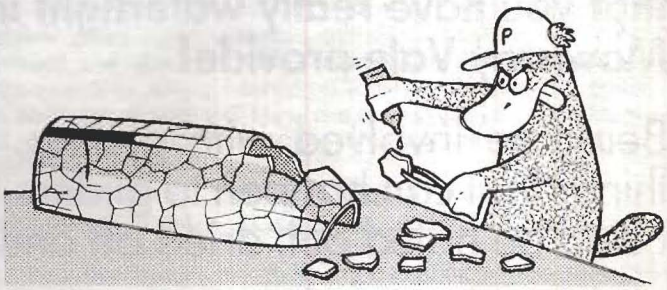
I'm afraid that my insurers have suffered more from my misfortunes on the ground than from any flying mishaps, though the latter have, er, happened from time to time. One expensive prang took place at two miles an hour when a tiny pin fell out of the tow bracket as I was towing a Kestrel down a steep gulley.



Misfortunes on the ground

When I heard the clunk as the bracket came undone, like an utter moron I applied the brake instead of motoring gently on. Result: the trailing edge of the rudder slowly crumples against the rear bumper. In today's money a repair bill of over £1000.

Another slow-motion catastrophe while on a towline behind a car occurred during a Comp in which two gliders collided in mid-air (without injury, amazingly) and everyone on the ground was clearing the runways in a panic. My driver started forward just at the moment I was putting my arm through the clear vision panel to pull the release knob. The canopy disintegrated slowly but inexorably around my arm, which remained relatively intact, though my voice cracked somewhat.



Canopy disintegrated slowly

I draw useful lessons from all such incidents, though it doesn't help much. I am reminded of the Colonel who wrote of a young subaltern "This officer never makes the same mistake twice — he always comes up with a brand new mistake every time."

BGA CONFERENCE
NORWICH
March 17-18 1984

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Come outside and say that . . .

JOHN HOLLAND says that although he has been gliding for about 14 years and involved in club committee work, like a lot of people he has only recently started to think in terms of the national scene. Here are some of his thoughts on the state of the sport and news of a proposed national campaign.

Doing a stint on the National Executive began to broaden my thinking and more recently as chairman of the BGA Development Committee, faced with a decline in club membership, I have had to give the subject much more thought.

I have been a member of a fairly well organised and (by national standards) efficient club. In this I have been lucky because although frustrated and embarrassed at times, I have been able to remain in the sport. Had I joined many of the other clubs I would have long since joined the ranks of the departed.

Amateur management

Let's face it, the average gliding club organisation is a prime example of the worst of amateur management. I have recently been told that the very word management frightens people away.

The net result of this is that gliding is a sport in stagnation and we would be kidding ourselves if we believed it will all come right when the recession is over. During the last war people had to be directed into Services other than the RAF as every young man's ambition was to be a pilot, or at least be involved with flying. Since then there has been an unprecedented explosion in leisure activities and yet this airminded population has passed the gliding movement by.

If we don't feed in new members at the bottom the top will wither and die. Not only that, if we become a small, minority interest we shall inevitably be buried in legislation by our bureaucratic brothers who will take no heed of our requirements, be they airspace, noise regulations or any other petty legislation they may dream up.

The population of Germany and the UK are roughly the same — Germany has 40 000 glider pilots, we have 9000.

One of our troubles is we have a handful of myths that seem to be passed on from generation to generation. Things like . . . if you can't spend all day around the gliding club we don't want you. Who wants a lot of people gliding, they'll spoil it for us. Who wants a lot of people gliding, it's exclusive. Gliding is a lifestyle, that's all there's room for etc, etc.

In other words, gliding is not for you if you are a busy professional person; if your wife is not prepared to become a gliding widow; if you are a young person just starting married life; if you have a big house or a garden to look after or just if you don't like standing around in a big field in your wellies.

Have to go to the bottom

Just to prove I'm not exaggerating, I know one very enthusiastic glider pilot who is now in a syndicate and going great guns. First year he went solo, second year he completed his Silver C and now he is starting his third year and going for his Gold. He happens to be a priest and joined his nearest club as an *ab-initio*. He presented himself at the crack of dawn on his first day and come the afternoon he didn't look like flying yet awhile and he had a wedding to perform. Not unreasonably he asked if they would excuse him whilst he nipped off to conduct these nuptials and was told "You'll have to go to the bottom of the list if you do."

Now he travels a long way to his present club, where he is an enthusiastic and much loved member, just because they take into consideration that he has a job of work to do on occasions.

If you think about the modern lifestyle with its hectic pressure, it's amazing we have anyone gliding.

One thing is for sure, if we're going to celebrate another 50 years of British gliding then the time has come for a new lifestyle. I don't mean so much in the few, semi-professional outfits we have. If they don't meet their customers' needs they go out of business (it is interesting though that their customers' need doesn't seem to include hanging around airfields!). I'm getting at all those outfits in the country where the "coarse" gliding takes place and forms the majority of our movement.

Just because my old mum out in the wilds of Cheshire used to serve me a tomato with salt and vinegar for my tea is no reason for my children not anticipating an occasional steak and chips at the Berni. Just because your dad flew a Grunau Baby once every three weeks when his turn came up, is no reason for you to do the same.

Gliding is about flying, not talking about it. The aim of every gliding club should be to provide its members with the best value for money and to allow them to fly as often as they can, as cheaply as they can for as long (or as far) as they can.

If you accept these principles then you cannot tolerate a situation where members are asked to spend all day on the site and then get one seven-minute flight.

If you are still with me and haven't rushed off to write a letter to the editor, I hope you are asking yourself what we are going to do about it.

Tidy up gliding

Well, we are going to try to start a national campaign to tidy up gliding. We are aiming to persuade clubs they need to operate efficiently and must look at their management with a capital M (good management can also mean cheaper gliding!). Members must look for more from their committees — membership of a committee is acceptance of a management task, not an ego trip so that you can show how important you are.

The important thing is for you coarse glider pilots to raise your sights and demand that your own club be the best in the west. An don't let your club pundits persuade you that you have already got it.

Gliderwork

C of A OVERHAULS

and REPAIRS

By L. GLOVER senior inspector



0858

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

SHARING AIRSPACE

FRED WEINHOLTZ, ex CIVV and of the German Aero Club and described by Bill Scull, BGA director of operations, as his gliding guru and a regular source of enthusiasm and clear thinking on many different aspects of the sport, wrote a paper on "Sharing airspace, training and safety consideration" which was presented on his behalf at the 1983 SSA Convention in Reno. The following are extracts and show the positive guidance and the warnings Fred gave to gliding associations throughout the world. You may find you will recognise some of the symptoms he describes in the UK scene.

I think that with the exception of the socialist countries in eastern Europe where gliding is more or less an operation of the state, we in Germany have more difficulties in running our sport successfully than anyone else in the world.

A few years ago at one of the periodic "Near-Miss Meetings" between all users of our airspace, a USAF officer jokingly called our country an "aircraft-carrier" and he wasn't far wrong. In less than 100 000 square miles there are 11 international and 29 regional airports, 232 additional airfields for power flying, 42 heliports, about 50 military aerodromes and 278 special gliding fields. With a total of 640 airfields on 96 500 square miles, that means an airfield in every 12½ miles. Nearly 15 000 aircraft, disregarding the growing number of ultralights, account for about four million flights a year, a lot being by NATO pilots who mostly fly at low level.

A little less than one million flights — exactly 22.5% — are by glider pilots from 527 airfields and gliding sites operating more than 6000 gliders. In a good season they achieve about 450 000 flying hours and between three and four million cross-country kilometres.

Despite this high traffic density there were only three mid-air collisions between sailplanes and other aircraft from 1960 to 1982 — in all cases military jets — in which three glider pilots were killed and one was injured. The annual number of registered near misses with sailplanes — reported by airline and/or Military pilots — decreased to less than ten after there were nearly 100 in the early seventies. I was often asked how we managed to survive under these circumstances.

Following World War II gliding was prohibited in Germany for six years but when it was allowed again in May 1951 there was a remarkable economic miracle. The airfields had been ploughed up or occupied by allied forces and the sailplanes destroyed or confiscated, but that year the first German gliders were flying again — please don't ask me where we got them from — and after a few years gliding was prospering again. The airspace was really free because power flying was still prohibited and the few aircraft of the occupation forces caused no problems. But in 1955 the air sovereignty was given back and the country was in an immense economic boom, so the Government started to build a giant avaition structure which slowly led to the situation I described at the beginning.

Since 1936, soaring has been regarded in Germany as both a sport and as air traffic and therefore is ruled by law. Our authorities treat gliding as traffic only and since the rapid growth of commercial, military and general aviation new laws, decrees and regulations became necessary. Gliding was always included, but the heads of our national Aero Club didn't care at all. They only felt responsible for the important sporting problems at national and international level and it was beneath their dignity to waste one thought on affairs of state.

Germany paid dearly

I don't want to blame anyone here, but I often learn from gliding friends all over the world that they take the same view today, a view for which German gliding had to pay dearly. I can state thankfully that CIVV has changed its mind in the last 12 years and this we owe — among others — to Bill Ivans and Bob Buck. But I'm afraid that what has been done so far is not enough.

There were several near misses between airliners and military jets and commercial and military aviation insisted on safe airspace to be used only by themselves. Suddenly one of the airspace experts had the great idea that the chaotic situation in airspace was the fault of general aviation, especially gliding.

(Fred describes how there was something of a rebellion with glider pilots demanding the right to act on their own behalf in future, being allowed to send their own experts to the committees, working groups and Government hearings. The Aero Club denied this right and so they started a campaign without permission.)

Our efforts to help gliding were soon crowned with success. We had alarmed influential friends in politics, public authorities, trade and industry. They opened doors for us and we managed to be represented on the Government bodies expected to solve the airspace problems.

We discovered their intentions for gliding were deadly. They took us for a kind of nursery school and treated us as unwelcome intruders in their valuable airspace. In 1970 — and we had flown 1.5 million kilometres cross-country in that year — an "expert's" report stated: "Gliding usually requires a flying height of 1000ft, sometimes more," and we learned from another paper: "The control zones should be made larger than necessary because glider pilots aren't able to navigate."

Three projects the experts worked out for gliding were:

a) There should be five or six ghettoes spread over the whole of Germany — each about 60 by 60 miles in size. In these ghettoes we should be allowed whatever we wanted.

b) Certain cross-country courses should be laid down by the Government. The glider pilots should be allowed — cleared by ATC controllers — to fly their laps for the international gliding badges along these courses.

c) (The worst proposal) A weekday flying ban for gliding from Monday morning to Friday afternoon. The military low-level flight airspace between 500 and 1500ft should cover the whole of the country like a steel plate, with the exception of the control zones.

With desperate efforts we fought against these plans, supported by the secretary general of the Aero Club, Wolfgang Trinkaus and his staff. And now the value of good friends became apparent. A "Parliamentary circle of friends of gliding" was created on the initiative of Hans Held, our national coach for more than ten years, with the excellent help of a few MPs who were glider pilots. Sixty of the 491 members of the Federal Parliament attended the circle, including a Secretary of State. They promised to help and did so in a great manner.

During this time the German Sports Association — a union of 18 million —

accepted us as full members, which was an enormous help. And last but not least we were given essential support by newspaper, radio and television journalists as well as our own gliding magazines. Soon it became evident how many silent friends we had. A good indication was the television audience. It was discovered that pre-announced TV programmes about gliding were watched by the same number of viewers as for good thrillers and our editorial friends now had less difficulty in producing and publishing gliding programmes.

The turning point was reached. The opponents of gliding had to appreciate that gliding people were not the "nobodies who polluted the valuable airspace with plywood and plastic", the airspace they urgently wanted to reserve for the economic requirements of commercial aviation and the sovereign mission of military flying. They had to realise that gliding is a rather considerable factor in the consciousness of the German people.

We were accepted as respectable partners. Of course no one was prepared to give us everything we wanted spontaneously, but in tough negotiations we were able to consolidate our position, although we had to make quite a lot of concessions. Finally we agreed that in future glider pilots should not expect any indulgent treatment in airspace, but they should be allowed to share it with all the other partners if they were willing to accept equal duties and equal rights.

(Fred explained how their pilot's certificate was replaced by the Private Pilot's Licence C — A is for aircraft and B for motor gliders — which asks for 30 hours' flying time instead of the former ten hours, three instructional phases and a minimum of 60 lessons in theoretical instruction before taking the five hour examination.

He said he was sure some opponents hoped this wouldn't be acceptable and that glider pilots would be reduced in number. But they agreed to the changes as they knew it was the only way gliding could progress, and it did bring some advantages, though also a lot of bureaucracy. An extreme example of this is that some sites allowed to aerotow have tugs that mustn't be flown solo. Then there are 11 Federal states concerned with aviation who delegate their duties to the 21 regional administrative bodies. They are all independent and interpret and apply the laws and regulations as they see fit and often with different results. Fred is lucky to come from a state where the instructor's licence is valid in all 200 gliding clubs, but if he wants to instruct in another state he has to apply for permission.

However the German clubs are strong and sound — there are 800 and 40 000 pilots — and they are the owners or holders of gliders, equipment, airfields and buildings to a total value of about 140 million US dollars.)

However, I must admit that we were not ready to use our possibilities when it was urgently necessary. We didn't care at all about politics, airspace and dangerous developments in aviation until it was five minutes to twelve. We did what many of our friends all over the world still do today. We had to learn our lesson and paid dearly for our carelessness and I only hope these words may help others to avoid the same experience.

1. On no account concern yourself solely with the important sporting matters. If you don't contribute in time to aviation politics, aviation legislation and airspace problems on behalf of gliding, then there will be the danger that one day there won't by any sporting gliding of any consequence.
2. Avoid everything that could impair the reputation of our sport. The scale of our opponents' arguments goes from accidents to fairness.
3. Make as many friends for gliding as you can. The more friends we have the more difficult it will be to harm us.
4. Do everything to increase the quality of gliding. Quality is the best guarantee that gliding is esteemed and thus respected by the public and the authorities.

Flying with a World Champ

JOHN ROLLS of Lasham describes his flight with the World Open Class Champion, Ingo Renner, at the Aeroclub of Fuentemilanos, near Segovia, Spain, where Oerlinghausen, Germany's largest gliding school, have an expedition each summer with Ingo as CFI (see S&G, October 1981, p232).

John elected to sit in the front of the Janus and share the flying, while the day before his companion, Pat Swoffer, chose to sit in the back and let Ingo take him round a 300km at racing speed.

An opportunity of a flight like this in good weather conditions is not to be missed. We decided on an O/R over the most fantastic terrain to the east. We launched when a few cumulus were breaking over the Guardarrama mountains five miles south of the airfield and released at 2000ft asl east of the airfield which is about 3300ft asl.

I found a weak 2kt thermal but Ingo advised pressing on and by this time we were over Segovia with its fabulous aquaduct running through the town. At 1200ft Ingo took over and headed back for the airfield and farmland. He still couldn't find anything and at 500ft was still searching.

It wasn't until we were at 250ft agl and I could see straw sticking out from the bales in the fields he found a 1kt thermal. He stuck to it with a 100% accuracy until we got away after five minutes. He said he had already selected a field!

We climbed to 4000ft and set out on track. He discussed in detail why we should go for a particular cloud. Normally it would be the blackest part until he had established the sunny edge where the cloud would be working. We took to the mountains where the cloud streets were forming — sometimes they were 500 to 1000ft higher than those over the plains. We were now at 6500ft and only bothering with 6-8kt thermals.

One interesting fact I learnt was that Ingo slows up when he reaches lift and at the same time neutralises the flap, unlike the way most of us react with a violent dolphin motion. Once established, he tends to weave through moving 20 to 30° in each direction, hence staying longer in lift.

We continued at a considerable speed going all ways through the guaranteed lift, easily recognised by the curtains of cloud hanging down. The terrain altered as we ran out of mountains and flew over an area closely resembling the surface of the moon. But who could care, we were at 12 142ft asl!

Ingo showed me how to take TP photographs by flying directly overhead and once clear by say half a mile, doing a stall, turn and snap. I've tried since but it's going to take a lot of practice.

Things had changed for our run home. The mountains appeared nearly blue so we took to the plains where the clouds had formed many streets. The change in this part of Spain is very quick indeed and you have to be careful not to be caught in large blue pools which can be 15 miles in diameter — it pays to deviate and go around or at least clip the edges. We had 122km to go and from this point Ingo never suggested a turn. He just looked for suitable cloud streets in the general direction of home.

I found the flight the most constructional of my short gliding career — I am sure my 500km the next day was due to this experience.

ANNUAL STATISTICS — OCTOBER 1, 1982 TO SEPTEMBER 30, 1983

GLIDING CLUBS	AIRCRAFT				LAUNCHES	HOURS	CROSS-COUNTRY Kms	MEMBERSHIP	
	Club 2s	Club 1s	PO	Tugs				Flying	Non-Flying
ALTAIR	1	0	3	0	1127	113	270	11	3
ANGUS	3	2	4	—	4887	903	748	57	28
AQUILA	2	1	7	1	1343	347	2500	35	0
AVON	2	1	15	3	1551	1592	15 000	40	N/A
AVRO	4	1	1	0	4545	739	300	136	54
BATH & WILTSHIRE	2	3	20	3	3725	1344	7400	104	8
BLACK MOUNTAINS	1	1	10	1	1331	1708	N/K	64	0
BLACKPOOL & FYLDE	2	3	17	0	3656	1372	0	110	24
BOOKER	6	6	50	6	10 000			310	10
BORDERS	3	2	10	1	1793	914	N/K	66	3
BRISTOL & GLOUCESTERSHIRE	3	3	40	2	6200	3400	5700	180	40
BUCKMINSTER	2	1	9	1	3911	1250	7900	96	—
CAIRNGORM	2	0	5	0	2000	450	200	30	8
CAMBRIDGE UNIVERSITY	3	4	26	2	8270	3699	34 891	196	99
CONNEL	3	2	0	—	2535	485	300	40	—
CORNISH	3	2	6	1	3082	572	500	52	16
COTSWOLD	3	2	30	0	7362	2353	17 000	178	118
COVENTRY	5	3	52	4	8102	4805	23 400	293	76
CRANFIELD	1	1	13	2	1472	723	3361	84	—
DEESIDE	1	2	12	2	2563	2204	19 650	103	4
DEFFORD (RSRE)	2	2	1	0	949	136	60	22	7
DERBY & LANCS	4	3	23	0	5850	2000	2159	164	70
DEVON & SOMERSET	2	3	18	1	6834	1989	7253	147	80
DONCASTER (now BURN GC)	3	3	18	2	3998	1493	2165	106	10
DORSET	2	3	7	2	3853	630	1142	95	7
DUMFRIES	3	0	5	0	565	156		25	—
DUNKESWELL	2	1	3	1	2482	244	445	30	2
EAST SUSSEX	2	2	11	1	2458	868	2600	99	55
ENSTONE	2	1	12	1	2800	800	—	60	0
ESSEX	4	2	21	1	7801	1630	24 408	160	12
ESSEX & SUFFOLK	3	2	10	2	2627	1178	7600	85	0
HAMBLETONS	2	4	0	1	2265	863	6200	90	0
HEREFORDSHIRE*	3	1	23	2	3523	1643	10 500	75	0
HIGHLAND	1	2	4	0	2005	430	2000	38	2
IMPERIAL COLLEGE	0	3	0	0	300	210	2700	45	15
INKPEN	2	1	5	1	1991	915	3953	74	1
KENT	3	3	28	2	10 850	7530	12 250	280	30
KENT MOTOR GLIDING	3	0	1	—	1839	275	4980	62	2
LAKES	2	1	5	1	1360	552	1000	40	2
LASHAM	8	0	117	6	26 930	N/K	136 004	644	118
LONDON	4	4	77	6	12 683	7213	N/K	328	70
MARCHINGTON*	1	0	14	1	1430	690	1500	66	4
MENDIP	2	2	8	0	2542	532	850	52	0
MIDLAND	3	3	20	1	10 297	3485	10 807	173	59
NENE VALLEY	2	0	1	0	480	45	N/A	23	1
NEWARK & NOTTS	2	1	8	0	4993	639	463	60	—
NEWCASTLE & TEESIDE	2	1	7	0	1356	330	285	32	6
NORFOLK	3	2	27	2	3392	1699	13 118	150	15
NORTHUMBRIA	3	2	24	1	2502	579	2400	85	24
NORTH DEVON	2	0	6	0	2800	200	100	20	
NORTH WALES	2	1	2	0	2080	209	0	49	2
OUSE	1	1	10	1	2185	726	2100	80	30
OXFORD	2	3	12	0	4236	1223	4700	92	4
OXFORDSHIRE SPORTFLYING	2	0	1	1		1444		25	—
PETERBOROUGH & SPALDING	2	2	11	2	1150	539	5700	59	0
RATTLESDEN	2	2	8	0	3628	547	1240	60	—
RAE (Bedford)	0	0	5	1	160	350	3000	19	6
ROYAL AIRCRAFT ESTABLISHMENT	2	3	6	0	3927	1272	10 300	48	12
SCOTTISH GLIDING UNION	3	3	18	2	6833	4730	2236	143	60
SHALBOURNE	2	1	12	0	2910	515		53	0

ANNUAL STATISTICS — OCTOBER 1, 1982 TO SEPTEMBER 30, 1983

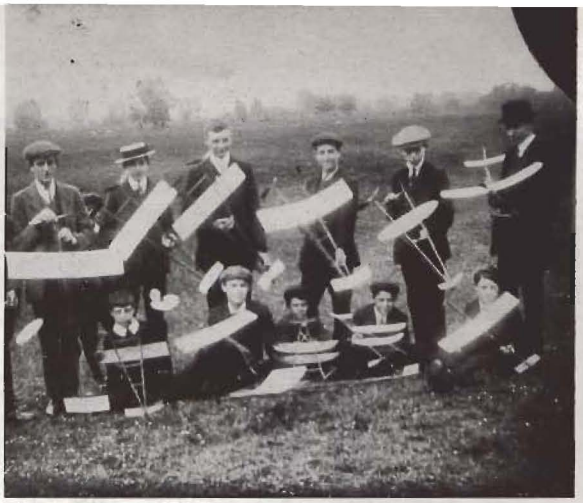
	AIRCRAFT				LAUNCHES	HOURS	CROSS-COUNTRY Kms	MEMBERSHIP	
	Club 2s	Club 1s	PO	Tugs				Flying	Non-Flying
SHROPSHIRE	0	0	12	1	728	1041	8750	31	0
SOUTHDOWN	2	3	20	2	6192	2557	12 760	189	49
SOUTH WALES	4	0	19	1	4304	1415	4500	113	4
STAFFORDSHIRE	1	2	3	0	2061	404	80	63	6
STRATFORD ON AVON	3	2	25	2	5813	1431	10 500	115	17
STRATHCLYDE	3	1	1	0	961	169	200	55	—
STRUBBY	2	1	6	1	3199	291	450	41	1
SURREY & HANTS	0	2			2887	1449	11 743	240	50
SWINDON*	2	2	10	1	4207	956	7500	85	9
TIGER CLUB	0	0	1	3	100	47	0	9	0
TRENT VALLEY	2	3	19	0	5409	1302	14 650	80	6
ULSTER	2	1	10	1	1580	710	2500	44	0
UPWARD BOUND	3	0	1	0	1618	193	1	25	0
VALE OF NEATH	3	0	8	1	2504	510	N/K	41	0
WELLAND	2	0	4	0	2165	222	0	33	12
WEST WALES	2	0	4	0	1650	269	200	41	0
WOLDS	3	1	10	1	5073	710	2500	125	16
YORKSHIRE	3	5	40	3	7297	4076	12 912	276	66
CIVILIAN CLUB TOTALS	184	131	1112	88	298 067	97 234	514 284	7749	1433

*No statistics received.
Last year's figures used.

ARMY GLIDING ASSOCIATION									
KESTREL	2	4	4	2	4947	1044	11 047	112	42
SOUTH WEST DIST (Wyvern)*	2	4	9	2	7490	1827	13 325	96	0
ROYAL AIR FORCE GSA									
ANGLIA	2	2	3	1	3640	600	300	92	—
BANNERDOWN	4	3	6	1	11 200	2180	15 282	98	—
BICESTER	7	16	16	4	14 546	6236	35 836	304	6
CHILTERNS	2	3	—	—	3867	776	5600	50	8
CLEVELANDS	2	3		2	4584	2210	28 013	87	—
CRANWELL	3	3	7	1	5219	1296	8178	144	0
FENLAND	2	4	5	0	5687	1169	4745	90	0
FOUR COUNTIES	4	4	7	0	6300	1700	20 400	101	2
FULMAR	2	3	1	1	3600	470	3500	54	0
HUMBER	2	3	6	2	1209	487	1300	64	—
WREKIN	2	2	5	1	4470	910	3344	65	0
ROYAL NAVAL GSA									
CULDROSE	3	2	3	2	2848	520	100	40	2
HERON	2	2	4	2	4947	1044	11 047	112	42
PORTSMOUTH NAVAL	4	3	0	6	2761	720	250	75	12
OVERSEAS									
CRUSADERS	3	2	0	1	5840	693	0	52	0
PEGASUS	2	3	0	0	3300	700	4500	78	12
TWO RIVERS	2	4	1	0	4199	1026	8757	40	—
EAGLE	3	4	0	0	3767	505	1736	47	0
SERVICE CLUB TOTALS	55	74	77	28	104 421	26 113	177 260	1801	126
CIVILIAN CLUB TOTALS	184	131	1112	88	298 067	97 234	514 284	7749	1433
GRAND TOTAL	239	205	1189	116	402 488	123 347	691 544	9550	1559



Sir Sydney Camm



Windsor Model Aero Club, 1911. Sydney is second from left and Bob is sitting on the extreme right.



The box kite with Bob second from rear of the lower wing. Inset version from the Hampshire Aero Club.

BOB MAINWOOD AND SIR SYD

R. C. ADAMS

BOB ADAMS, Essex & Suffolk GC, and Mr A. W. (Bob) Mainwood were r and working together to place on record Bob Mainwood's early gliding October. Bob always emphasised the part played by his gliding club article is dedicated to the memory of two remarkable men.

Sydney Camm was knighted for his work on powered aircraft, the most famous of which in the public eye was the second World War Hurricane fighter.[1,2] In fact he designed 52 types for Hawker's ranging from the Hawker Hind, Hart, Typhoon and Hunter to P1127 (the Harrier prototype) totalling 26 000 aeroplanes built.[3] Excluded from this list are his gliders.

In the early years at Hawker's he was producing at least ten types a year and his drive and enthusiasm as an innovative designer was legendary.[4] But the talents of Sydney Camm had already been obvious in his gliding club activities a decade before.

The gliding story was told by Bob Mainwood, the last surviving founder member of the Windsor Model Aero and Gliding Club, who said that it was his good fortune to be where history was being made. He was born in Windsor in 1887 and Windsor Castle was a spectacular landmark for early aviators. He saw Gustav Hamel perform a succession of more than 40 loops in a Bleriot monoplane above the castle in 1911 in the nature of a command performance for King George V and Queen Mary. Bob was also in Windsor Great Park when Hamel and two other aviators delivered the first ever European aerial post, flying in from Hendon, and had a photograph of himself beside the machine.

Bob had just been appointed junior clerk in the Borough Engineer and Surveyor's office — a very coverted post in those days even though the salary was only five shillings a week. He was full of youthful enthusiasm for flying — which was not matched by his parents lest he should neglect his duties and evening studies. At this time he got to know Sydney Camm who was an 18 year-old carpenter apprenticed to Mr G. Hendry whose premises were near Bob's home. Sydney had been experimenting with rubber powered models and together with about a dozen enthusiasts formed the Windsor Aero Club.

Sydney was very much the guiding light as well as secretary, regularly forwarding copy of club news to *Flight*. But Sydney had a wider vision and soon was planning a man-carrying machine. The club acquired a ramshackled building in Arthur Road as a workshop at a rental of a shilling a week. However they defaulted on payment the third week and Sydney sold some model aircraft to the Eton College boys to keep the club solvent.

Man-carrying kite

First the club built under Sydney's instructions what would be termed a man-carrying box kite to experiment with the aerodynamics. It may have looked crude but was beautifully made of spruce with mahogany struts mounted with steel ferrules and every joint had to be perfect before he would pass it as fit to fly. It was launched from the shoulders of wingtipmen into wind by a rope-team running forward with steady ropes on the wingtips until Sydney got enough data to be satisfied with the lifting characteristics of the wing at varying angles.

In 1912 the name was changed to Windsor Model Aircraft and Gliding Club and the glider construction started. It was built in a month and was a 5ft high biplane of 32ft span, based on the kite design but with a fuselage and horizontal stabiliser. The pilot was to hang from the lower wing by his armpits and control the machine by altering his weight position in the manner of a modern hang glider pilot.

Strong wind needed

The launching was to be in Windsor Home Park by members running forward but it was only possible to get flying speed in a strong wind. Throughout the autumn and winter of 1912/1913 Sydney reported to *Flight* and in the January 1913 issue wrote: "Extensive alterations have been carried out and its efficiency and appearance much improved. The tail boom system which was previously the machine's weakest point is now its strongest. Intention is to build a new controlled glider along Caudron lines. Experiments carried out with the present machine show that a span of 32ft is excessive for body control alone and on this score somewhat dangerous."

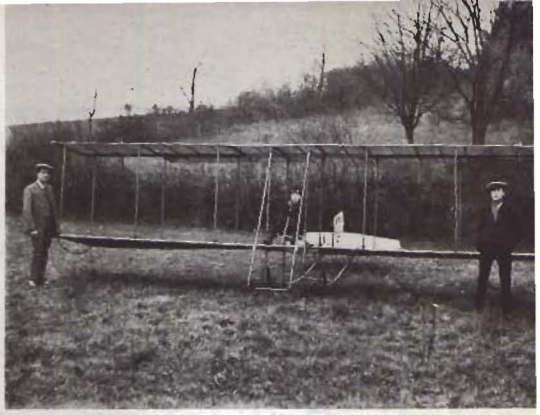
Bob recalled that at last in April 1913 there was a sufficiently strong gale blowing and the members proudly carried



f the towrope. It probably isn't Windsor's machine but a similar



Glider No. 1 rigged outside the workshop in Arthur Road.



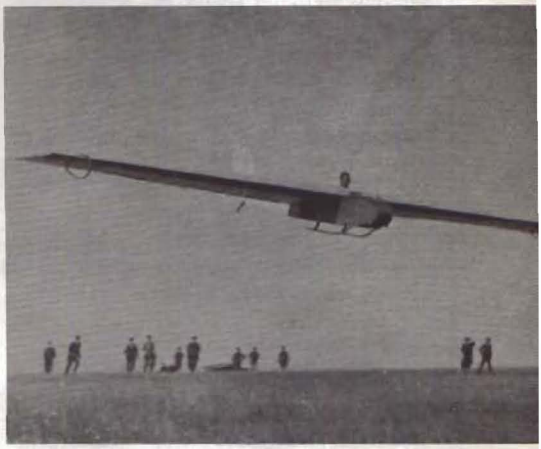
Above, glider No. 2. Sydney is on the starboard wingtip with four Starnes brothers, the youngest demonstrating the top wing ailerons. Sydney married Hilda Starnes in 1915. Below: F. P. Raynham in the Handyside glider at Itford Hill in 1911.

'DNEY CAMM

were near neighbours in Boreham, Essex gliding club memories when Bob died in ng club secretary, Sydney Camm, and this



Bob (left) and George Camm (Sydney's youngest brother), at Windsor in 1983.



their machine through the streets for rigging and launching in Windsor Home Park. When Bob's turn came his flight just got him off the ground.

"Glider wrecked"

On a later launch Bob remembers only too well that with "Ginger" Stanbrook as pilot, the glider got too high on one side, overtook the team and nose dived in. "Ginger" was extricated and suffered a dislocated shoulder. Sydney wrote in the April 5 issue of *Flight*, "Glider wrecked. Taken out in a gale. Some members lost control of one of the halves. It blew away until it absolutely collapsed. New advanced type 1-2-1."

But it was not back to the drawing board because Sydney had already designed his next glider. It was to be built in an extended workshop so that it could be erected full size under cover. It was 25ft 6in span by 4ft 6in chord. As seen in the photo, it had inter-connected ailerons and elevator controlled by a "universal lever", a rudder operated by a foot-bar and an aluminium bucket seat. It weighed only 75lb, made of spruce with a chassis of ash, two rubber sprung wheels and unbleached calico fabric with a linseed oil sealer.

By September 1913 Sydney had plans to make it self-launching. He saw an advertisement in *Flight* for an "air-cooled engine 20bhp complete, propeller, tanks." It belonged to Lilian Bland, another legendary figure of aviation in Ireland. It cost him £25 and was an AVRO Cowley with opposed cylinders which fired simultaneously and was claimed to be "perfectly balanced". Bob recalled how one Sunday afternoon when it arrived they bolted it to the workbench, eager to try it out. Dressed in Sunday best, straw boaters and all, they took turns in swinging the prop when suddenly it started with an ear splitting, unsilenced din that brought the police in to find out who was disturbing the peace of that Edwardian Windsor Sunday. But the more immediate danger was that the bench was not itself bolted down and due to engine imbalance, the bench began to "walk" around the workshop full of club members. Luckily no member was caught by the prop and only a few boaters got mangled with the blizzard of wood shavings and engine oil.

Woodworker to designer

The war took Bob to the battlefields of France while Sydney went as a woodworker to the Martinsyde Aircraft Co. His talents as a designer were immediately recognised and by the end of the war he had been elected AFRAeS. In 1919 he published a book, **Aeroplane Construction**[6], and was working on a design of a plane to attempt the first Atlantic crossing when the company had to close due to the recession. He worked as personal assistant to one of the partners, G. H. Handyside, on the design and manufacture of a 11 metre, 160lb British glider for the *Daily Mail* trials at Itford Hill in 1922 where F. P. Raynham gained the British endurance record with a flight of 1hr 53min.

This glider was eventually ditched in the sea when Raynham, doubling for a film actor, was bungyed off a cliff to the rescue of the film's heroine who was being abducted by the villain in his private submarine.

Raynham joined Hawker as test pilot and Sydney as designer in 1923. Sydney applied glider design requirements of balanced controls, weight saving and meticulous detail design to light powered aircraft.

In 1970 a housing estate was built on the site of the old WMACGC workshops and Bob was instrumental in having a commemorative plaque fixed where Sydney and fellow members built their first gliders.

References: *1.* **Hurricane** *by F. Lloyd; 2.* **The Hurricane Story** *by Paul Gallico; 3. The Camm Collection, RAF Museum, Hendon; 4.* **The Life and Work of Sir Sydney** *by R. L. Lickley; 5. "They Went Back", cassette and slides by A. W. Mainwood and 6.* **Aeroplane Construction** *by Sydney Camm.*

Acknowledgements: *George Camm, Sydney's youngest brother; Gordon Cullinham, Windsor Local History Group; British Aerospace; Berkshire County Archivist and the Windsor Guildhall Museum.*

JAMES ON PILOTAGE

The Germans have a word for it, *Zugunruhe* — the chain-smoking restlessness of caged migratory birds as the time of departure approaches. To my mind gliding is pointless unless it is a launching pad to something else, an enrichment of one's ideas about other things or the enhancement of one's experience of gliding by insights acquired in other fields.

Why is it so easy to make friends with dolphins? Do birds get the same emotional satisfactions from flying as we do? The understanding of consciousness is impossibly difficult from the start; consciousness is obviously one thing but the brain is composed of a vast number of cells, so at what number does one become conscious? What about sperm whales which have a brain six times ours in meaningful size? Textbooks of medicine are anthologies of disease. They never tell you why you feel ill when you are ill.



Peter See

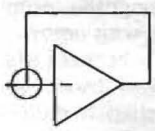
BRENNIG in pondering mood

Pleasure principle

The simplest theory I can think of to explain why you enjoy flying is that evolution has selected animals that enjoy learning by attaching the pleasure principle to the process. Knowledge is A is B and logic is if A is B and B is C then A is C so that you build chains which occasionally cross. These correlations increase the probability that it is true so the AHA situation gives you pleasure. It is a positive advantage if the nerve cells of your brain receive one basic instruction from their genes, Decode the Universe.

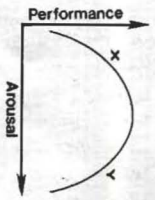
When you walk, drive or sail most of the information is spread in a narrow horizontal strip but when you fly it is all richly spread about the whole visual field. The experience is richer from the start. Another little feature is that when you fly low and fast the picture expands from the centre and streams rapidly out of the edge of the visual fields. This is intensely arousing as the ganglion cells at the edges of your eyeballs fire like crazy, but don't get hooked on nor-adrenalin because in the search for bigger doses you may hit something.

Flying is a spectrum of skills ranging from formal logic to fuzzy logic; check that the canopy is locked and guess whether that next cloud will be working when you get to it. First you want to keep your wings level so a little simple analogue computer theory. You get the error signal, reverse it, amplify it, and feed it back into the system. Diagrammatically the signal enters the negative terminal of A where it is amplified and fed back round the loop to the summation point.



Clearly the faster and the bigger the response the better is the regulation, so learning to keep your wings level is teaching your hands to do what your feet do when you stand up straight. First, you do this with your head held firmly level and looking straight forward in the cockpit so your cranium is a kind of strap down inertial platform. The cricketer holds his head level so that he does not have to introduce unnecessary trigonometry into the calculation of the ball's trajectory. Later of course you do it looking out to one side.

As each new skill is learnt at first it requires attention to the signal in its simplest form, then later it is delegated to automaticity as a new and higher skill is learnt. Clearly the optimum cruising speed is important and the same kind of curve describes the pilot's relation of performance to stress.



The optimum position is at X so that any sudden problem increases one's arousal and draws on a reserve of skill, but you won't get much fun unless you spend a bit of time at Y or beyond.

As you acquire skill the whole curve rises and moves to the right like getting into a machine of better performance. Ironically as you get better you may get less fun out of it. In the end you are not so much flying the aircraft as flying yourself. Not asking whether one is flying too fast instead monitoring one's level of arousal. Should one wear a lie detector with an output on the instrument panel and soothing music when one gets too steamed up? Nobody knows. Drugs called Beta blockers help stage frightened musicians and sleeping tablets certainly help pilots get a decent night's sleep as the climax of a competition draws near.

Dope tests for pilots? What would be the best drug? Probably his own homemade nor-adrenalin which he has been taking regularly for years. One feels that glider design has reached an asymptote, also with instruments, and the only thing we can work on now is the pilot. Are we doing the right tasks? Competitions get rather stereotyped both in the activity and the venue. What could we do with simulators? How good would Viv Richards, Ballesteros, or Robin Cousins be at gliding? Not much I think because the crucial skills are more abstract so what about a chess grandmaster?

Formal logic

Strikingly grandmasters are also best at lightning chess (10 seconds a move) supposedly because they handle bigger blocks of pieces in their minds at a time. Chess combinations are formal logic. Much of chess is in practice fuzzylogic in the sense that certain kinds of positions are usually stronger so you play to acquire them. Circling in a rough thermal you get a lot of information, much of it conflicting, so you have to be discriminating in your decision as to what to do. Here we are handicapped by the lack of an accurate model of a thermal. The best work was done long ago but when we get a good imaging system we may get a better series of tactics to get the best rate of climb. How good could a pilot get? To be best as a concert pianist you have to aver-

age six hours a day and talent helps. Nobody is doing anything like that at present, and if he did would he probably get bored with it?

Skill is wasted unless it leads to poetry. Winning is a way to the skill but perhaps exploration is its best application. Watching the Emmy awards certainly humans shine while they are praised, not surprising in a species that has been a social animal for a hundred million years. In competition the social pressures and gratifications are added. Gliding perhaps, like love, is a pleasure best enjoyed in privacy. Understanding the gratification might be the lead required to get better. When one looks around one of the striking features above visual perception is the extraordinary high quality of the subjective experience, vastly better than the image in the eye because it gets a lot of processing in the brain. The eyeballs twitch around like crazy but the brain uses a random scan to produce a stabilised image.

Of the 3.6 million nerve fibres that enter the brain 2 million come from the eyes. The gliding experience is essentially a visual one but the processing of the visual signal requires a perfect wiring; if it is perfect in everyone's head it is likely that the wiring diagram is always identical — this may turn out to be convenient for instructional purposes.

The problems in the universe are of two kinds, Roman and Arabic. If you forget what Roman seven is you can work it out from six and eight, in Arabic you can't. The vast majority of problems in the universe are Roman which means that if the elements in a set of problems are connected to the elements in the set of solutions the connections will all run parallel in our brain as in nearly every species.

Furthermore the surface of the brain is organised like a Roget map in which similar ideas are represented as points closer together than dissimilar ideas. Connecting the problem map to the solution map by a leash of parallel fibres is a powerful computational technique. The 50 000 miles of insulated cable in one's brain lie parallel like a wet camel hair brush. If they were a knot they would never get in. The brain is such an incredibly complicated thing that evolution must be conservative, you could hardly do it from scratch every time you dreamed up a new species. So it follows when a vulture goes local soaring over the airfield he gets exactly the same pleasure as I would. When my dog runs through the long grass he gets the same kick as I do in a beat up (sorry racing finish). I like that.

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

The True Origin of TP Photography

TONY SEGAL

With the increasing mechanisation and computerisation of gliding, new pilots are sent out to buy an Instamatic camera to take turning point photographs. They spend many happy hours making the thing stick to the canopy of the glider with little rubber suction cups, and further happy hours trying to get the camera lined-up with the glider wingtip. This is impossible, unless you have an S-shaped spine, because you cannot get your eye to the view-finder without the canopy being open. With the canopy open, the viewfinder will obviously not be lined up with the wingtip when the canopy is in due course closed.

Many years ago, in the distant past of the late 1950s, there was a time when TP photography was unknown. Instead, there were real human observers who checked the gliders round the TPs during competitions.

In those days, I had been promoted to the giddy heights of flying a hot ship, the Olympia 2B. A few pundits at Lasham were flying the Skylark 2, easily recognisable by its square wingtip and fin. I had also seen a French aircraft with a V tail. Recently, new gliders with immensely long 17m wings had appeared on the field; no one understood why these long wings did not fall off.

The week of the Nationals, I ambled down to Lasham expecting to attach a few tow ropes to nose hooks and to wave the odd signal bat. As I got out of my car, I was enveloped in a dense cloud of expensive cigar smoke and told I was to be in charge of the TP for the day. I happily agreed, although I had no idea what a TP was. I thought perhaps they were holding a barbecue that evening and I was to sharpen the kebab skewers.

The day's task was an O/R to Blenheim Palace. The Army GC had managed to talk the War Office into the loan of a signals truck, complete with junior NCO and two signallers. The gliders were to turn at the bridge crossing the ornamental lake at Blenheim Palace. To avoid cheating, we were to lay out parachute panels in a secret shape, actually the letter "H". As soon as I heard of my intended duties, I said there was no way I could recognise the gliders. A brave young Scotsman volunteered to come along, and was handed the official binoculars.

"We drove grandly through"

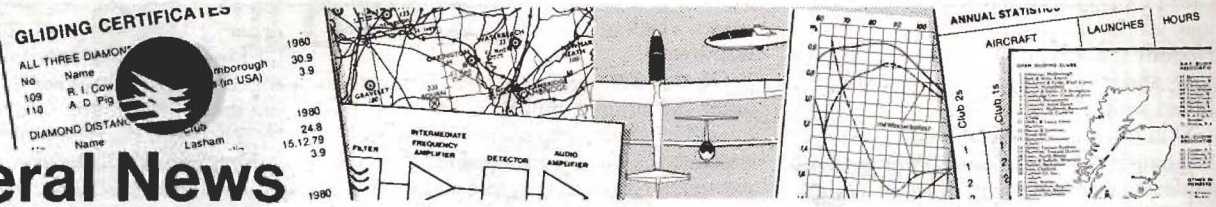
Our team departed from Lasham and at my instigation stopped at the first cafe we passed. Mugs of sweet tea and hot buttered toast set the right tone for our adventure. We successfully navigated to the main entrance of Blenheim where I expected to have to pay for our admission. However, someone had done their staff work, and the main gates were flung open by uniformed footmen and we drove grandly through. We found a lawn next to the bridge over the lake and duly laid out the parachute panels in the shape of an enormous "H". The radio hummed into life, and amidst a great display of "Roger, Wilco, and Out" communication was established with Lasham base. We then all stripped to the waist and sunbathed — waiting for action to start.

Suddenly, the first swallow of summer appeared. We saw a distant glider at 200ft on its finals for a field landing; there was no way we could tell its number nor the type of glider. Two minutes later, twenty or thirty gliders appeared simultaneously from all points of the compass, and at heights varying from 500ft to 5000ft. My young Scotsman did his best and peering bravely through his binoculars rattled off a series of numbers which I wrote down and relayed to my signals friends.

Back at Lasham they had installed a public address system and the tension had built up as the gliders approached the TP. As the first numbers came in over the radio from our TP, consternation ensued. A message was sent from Lasham to the TP "There are no such numbers, please confirm with your TP observer." During this distraction, we had missed a further twenty gliders which had overflown us or landed in nearby fields. When peace and quiet returned, we collected our signal panel and departed for the nearest pub to recuperate.

Returning to Lasham, we were surrounded by the entire, highly indignant, scrambled egg of British gliding. Following this episode they must have had a fruitful committee meeting, because at the next Nationals observers were abolished and TP photography was introduced.

BGA and General News



FROM THE SECRETARY's DESK



Barry Rolfe, BGA administrator

There is nothing quite like a bit of controversy to catch people's attention and Platypus in the last issue stirred some up by referring to the Club News section (and competition reports) in S&G as "dreary". Perhaps he had his tongue firmly in his bill at the time. Personally, I couldn't agree more and I question the cost of six whole pages of print listing first solos, barbecues and hangar extensions — in the December issue I counted the word "congratulations" repeated 32 times in Club News! We could save valuable column inches by having a general congratulations heading and then listing all the names underneath it. However, my opinion is not important as it's your magazine and your opinions that we want. Please let us know if you want to keep the Club News section or not, but those of you who are upset at the suggestion remember that my furry friend at the front of the magazine thought of it first.

New publicity officer

Where we do want to see more about our clubs is in the pages of local newspapers as this is where we will attract new members. The Executive Committee have just appointed Nikki Campbell as our new publicity officer and allocated a part of the 1984 budget towards public relations activity. We are asking each club to advise us of their own member responsible for publicity so that Nikki can work with them in making the media more aware of our sport. Thanks to the efforts of Roger Barrett, we also now have an exciting new general gliding brochure available as an introduction to the sport, copies of which can be bought at cost by clubs and distributed locally as a part of any publicity drive for new members.

As in previous years applications are invited for a gliding related project to capture the Churchill Award for 1984. This award of £100 is available to individual pilots for organising a project of some kind of research into gliding or ancillary subjects such as meteorology. Full details and entry forms are available from the Leicester office and the closing date for receipt of entries will be April 30.

At the December meeting of the Executive we were faced with the draft accounts for 1983, but thanks to the provisions of the latest Companies Act they now have to be presented in such an unfamiliar and unhelpful form that I am still not sure whether we have a deficit of £267, £554 or £10 847 for the year. No doubt all will be revealed at the AGM on March 17 and I hope that you are all planning to be there because this is our big social and business event of the year. The 1984 Conference and Exhibition at the Hotel Norwich will be both informative and entertaining so send off your booking now and let's go East in March.

A sad note at the end of last year was to hear of the sudden death of Roy Tetlow from a heart attack at the early age of 48. Roy was a Silver C pilot flying at Cranfield when he was a lecturer there during the seventies and was chairman of the BGA Technical Committee from 1972 to 1979. We extend our deepest sympathy to his wife and family.

AROUND THE CLUBS

Recent issues have detailed various site acquisitions — the mind-boggling task of buying your site. In the last two years or so the Cotswold GC have purchased parts of Aston Down, the Ouse GC parts of Rufforth Airfield and the Wolds GC parts of Pocklington.

This exciting trend continues with the recent purchase of two more sites. Marchington is now the permanent home of what used to be the Burton and Derby GC but which has now taken the name of its site (see p10) and the East Sussex GC have bought their site at Ringmer, near Lewes. Thanks are due once again to the Regional Sports Councils but even with their help it is still an enormous step for the clubs concerned. Well done!

This improvement in the number of secure sites augers well for the future of gliding. The total number of freehold sites has increased dramatically from ten in 1979 to 16 in 1983, but there's still a long way to go. It is evident that one obstacle — the psychological barrier of "how can we afford to buy our site?" — is well and truly broken. The average price of the sites is in the order of £80 000 and the number of members in the five clubs in question (1982 figures) are: **Cotswold,** 160; **East Sussex,** 116; **Marchington,** 66; **Ouse,** 75 and **Wolds** 110.

The average of (approx) 105 happens to coincide with the national average figure for club membership.

Another club which has changed its name is the Doncaster & District GC; from October 15 it has been the Burn GC flying from the airfield of the same name just south of Selby. They haven't bought their site as yet but the 21 year lease gives them an option to do so. The club's transition to the new site was smoothly accomplished by a very competent management team (who it's a pleasure to know!). A hangar has already been erected and other facilities are nearing completion.

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

RT PHRASEOLOGY AND DISCIPLINE

Routine investigations of aviation incidents during 1983 have revealed a number of occasions where poor RT phraseology and discipline were evident. The objective of good RT discipline is to enhance the general level of operational safety in the air and on the ground. Therefore, constant attention should be paid to the use of correct and concise phraseologies and to the procedures concerning the use of RT.

Recently noted examples of poor RT phraseology and discipline included clipped transmissions, non-standard phrases, provocative statements and arguments. Such occurrences work against operational safety and clearly, it is in everyone's best interests that all users are aware of the need for the correct use of standard RT phraseology and procedures — *CAA circular.*

K-21 REAR CANOPIES

There have been at least six cases in the UK of K-21 rear canopies being lost in flight due to failure to engage one or both of the rear canopy locks. In one case a rear seat passenger is believed to have interfered with the catches. In most other cases instructors have been misled into believing the locks were correctly engaged.

Schleichers have been asked to reconsider the design of the system.

Dick Stratton, *BGA chief technical officer*

WARMTH IN WAVE

For those who want to be warm on that wave flight, electrically heated insoles (£19.95) and cushions (£24.95) have been designed to work off the cockpit batteries and use minimum power. Further details from Thermapad, 14 Ardross Place, Glenrothes, Fife KY6 2SG.

Enterprise 1984. *Competition Enterprise will be held at North Hill from June 30-July 8, and not Aboyne as stated in the last issue.*

OBITUARY

PEGGY (WATHEN) MIEVILLE



It is with great sadness that we report the death of Peggy (Wathen) Mieville, our advertising manager, on December 6. Peggy has been a good friend to S&G since 1955 when she joined the Magazine Committee and offered to sell advertising space.

In a tribute to her in S&G, February 1960, p35, Wally Kahn, on the Magazine Committee at that time, gave the background of this "shy young girl" who was "quite a pundit in the advertising world."

He wrote: "She offered to help us obtain more advertising, and in a remarkably short time our revenue from this source — the lifeblood of any magazine — went up and up. This enabled us to increase the number of pages per issue and soon our sales chart took on the appearance of a barograph trace on a superb day."

She was the managing director of her own firm with a staff of five, the youngest ever space buyer in London and in 1950 at the age of 22 became one of the first women to obtain the Advertising Association's diploma. After leaving Edinburgh University, she came south, caught the gliding bug and joined the London GC.

And what Wally said all those years ago is still so true. We owe Peggy a very great debt of gratitude and she is going to be deeply missed for her expertise as well as for her lively, vivacious personality. We have lost a dear friend who was an example to us all during the last year when she coped with illness in an amazingly brave way without a sign of self pity or a lowering of her usual high spirits.

Our sympathy goes to her husband Tony.

GILLIAN BRYCE-SMITH

PETER FLETCHER



We are sad to report that Peter died after a heart attack on October 14. He was born in India in 1919 where he spent his early life. During the war he was a Flight Engineer on bombers and afterwards became one of the most hard working members of the London GC. As an instructor he sent 152 pupils solo and amassed 1700hrs on 107 types of gliders and powered aircraft.

Peter was one of those who worked and worked, often without much thanks. He helped restore the now unique Gull 1, restored and modified a Cadet in which John Jefferies flew 162 miles, and alone brought back the Short Nimbus, later mending it when its tail had broken off. He was engaged with countless other voluntary projects.

His expertise as a fully licensed ground engineer and BGA inspector was in constant demand. Peter is still the holder of the UK 200km goal motor glider record with Peter Ross and at the time of his death was contemplating hang gliding. He was a member of the London GC for 30yrs and later joined Booker.

He was a unique character who added a richness to British gliding. If ever there was an unsung hero, Peter was one, and his friends will never forget him. The Vintage Glider Club have lost a real friend. We are proud to have had him with us.

Our heartfelt sympathies go to Barbara and to all those who knew him.

C. WILLS

Naomi Heron-Maxwell

During the 1936 German Nationals, the British party went down to Darmstadt and there found two female British pilots, Naomi Heron-Maxwell and Joan Price, taking a course at the aerotowing school. Both were already competent power pilots, and while there Naomi made Silver distance by riding a cold front, and eventually became Britain's first woman Silver C pilot. Among other subsequent activities she translated Wolf Hirth's first textbook, published in England as **The Art of Soaring Flight,** went round lecturing on gliding to schools (where she was only once floored by some "swot" with an abstruse question on aerodynamics), then became an instructor at the Cambridge University GC (at a time when the university would not admit women) and married one of its members, named Allen, who, however,

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unfortunately died of pneumonia while attending winter sports in Austria.

Just before the war she emigrated to the USA, where she did a great variety of odd jobs including partnership in a hot dog and coffee stall, and continued to keep in touch with Joan Price in England. Eventually she married again, and now her obituary has been announced in *The Times*.

A. E. SLATER

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

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew Age	Injury	P/Hrs	SUMMARY
104	Kestrel 19	1981	W/O	27.7.83 11.50	Field 400 yds. Portmoak A/F	51	F	340	At about 400ft in late stage of circuit, glider entered steepening turn and dived into ground. Pathologists report gave cause of death as "Myocardial Infarction" (Heart attack).
105	Olympia 2B	1417	M	16.7.83 16.55	Altair GC	18	N	2¼	Pilot's attempt to return to the launch point resulted in a low final turn with excess speed causing aircraft to bounce on landing and then stall, causing damage to front of aircraft.
106	K-8	2307	S	25.6.83 ?	Wycombe AP	30	N	10	After landing in reasonably clear area ground run continued with little airbrake in gradual arc to right until glider collided with a tug lined up in front of another glider. Wind light and slightly cross.
107	K-21	2591	M	17.7.83 ?	Wycombe AP	29	N	700	Shortly after glider became airborne on aerotow rear canopy flew open and perspex shattered. Launch abandoned and glider landed on airfield. P1 omitted to check canopy before take-off.
108	K-8	2260	W/O	26.6.83 ?	Wycombe AP	37	N	4	Pilot encountered difficulty in maintaining position on aerotow take off, got too high and released rope inadvertently just short of airfield boundary. Decided to land ahead but overshot first selected field and landed with excess speed in second, ground-looping and breaking wing.
109	Kestrel 19	1761	M	26.6.83 20.30	Broughty Ferry	46	N	540	Diamond goal attempt in wave. Descended below cloud to take 2nd TP photograph and lost contact with wave. Slowly descended along track then picked a large green field. Approach was into low sun and dirty canopy and coaming reduced visibility, but field was then seen to be barley. Landed in crop and groundlooped.
110	Pilatus B-4	1823	M	1.7.83 13.45	Thruxton	42	N	66	Visitor on approach intended to land short of glider on ground, although briefed to land on power runway in circumstances prevailing. Speed decayed and recovery left glider low. Pilot failed to observe power wires across approach and hit these. Wires broke and glider landed in undershoot.
111	K-13	2739	M	22.7.83	North Hill	32	N	506	During normal landing in long grass on site glider struck a hummock concealed by grass damaging front skid shock absorber and mounting.
112	T-21	926	M	24.7.83 15.36	Kirton Lindsey	17	N	2.38	Solo launch. Joined weak downwind thermal with two other aircraft and after delaying base leg turn while other aircraft passed on circuit, was too far downwind to reach airfield. Landed heavily in stubble field downwind of airfield boundary.
113	ASW-15	2038	M	16.7.83 17.15	Lasham A/F	49	N	124	Pilot on approach with slight tailwind behind Capstan. Motor Falke taxied across landing path and approach adjusted to port to clear Falke. Near ground pilot realised glider sinking rapidly and closed airbrakes, but landed heavily semi-stalled. Pilot had headache and states preoccupation with aircraft ahead resulted in failure to monitor airspeed.
114	Jantar 1	1969	M	27.7.83 16.00	North of Reading	27	N	370	Intended aerotow retrieve from field landing. On ground run, after pilot had changed flaps from negative to positive, wing touched ground. Pilot released rope and glider groundlooped. Underside of wing damaged by large flints in field.
115	Kestrel		M	5.8.83	Husbands Bosworth	60	N	2304	Whilst avoiding tyres and parked aircraft taxying tug collided with the parked glider taking 2ft off the wingtip.
116	Blanik	?	M	16.7.83	Dishforth	62	N	?	Undercarriage collapsed due to forward fork brackets shearing. Landing was normal up to the collapse. Possibility of previous unreported heavy landing.
117	Bocian/K-8	2117 2143	M	8.8.83	Dallachy A/F	—	—	—	A cow broke into the hangar damaging two aircraft.
118	Skylark 2	?	M	18.6.83 16.20		32	N	35	Runway obstructed by glider and tug about to launch, so landed in long grass beside runway. Starboard wingtip caught in grass causing 270° ground loop and minor damage to tail.
119	Swallow	1339	M	5.8.83 15.15	Middleton	47	N	17½	After crosswind landing with slight tail component aircraft hit a bump in the ground, bounced and then landed in a nose down attitude.
120	DG-101	2850	M	2.8.83 12.15	North Hill	29	N	85	Upon becoming airborne on winch launch speed decayed and cable chute deployed. Pilot maintained level flight for few seconds then released cable. Concerned over amount of field ahead, opened airbrakes with insufficient speed and landed heavily.
121	Twin Astir	?	M	30.7.83 17.35	Marsh Benham	29	N	4000	Outlanding in burnt stubble field. Approached along direction of tractor ruts, but after touchdown glider ran into rut collapsing undercarriage.
122	Kestrel 19	1941	M	3.7.83 13.55	Whitchurch Hants	48	N	100	Pilot selected pasture field in which Vega had already landed. After roundout saw for the first time single strand barbed wire fence across middle of field. Glider rolled through fence. No colour difference evident from air due to alternate grazing of two halves of field.
123	ASW-20L	2551	M	11.7.83 ?	Compton, Berks	50	N	450	Pilot abandoned approach to selected field because it appeared too rough and steep. Landed in alternative field of standing crop damaging undercarriage and front of fuselage. Pilot states initial field selection left too late.
124	K-6E	1541	W/O	14.8.83 14.55	SGU	40	N	300	Glider well below normal circuit height attempted to land under power lines short of airfield. Crosswind drifted him into the power line pole causing substantial damage.
125	K-21	?	M	13.8.83 14.30	Sutton Bank	51	N	534	Rear canopy blew open during aerotow causing minor damage to glider. Could not have been locked during cockpit preflight checks.

126	M100 S	1416	M	13.8.83 11.30	Pen-Y-Parc	43	N	27	Aircraft landed too fast with insufficient hold-off. After ballooning aircraft landed in nose down attitude causing damage to skid and nose of aircraft.
127	K-13	2554	M	28.7.83 N/K	Nympsfield	49	N	700	Instructor failed to take over in time to prevent landing tail first. Although landing was not particularly heavy a keel member at mid-fuselage was broken. Breakage believed to have been partially due to previously unnoticed damage/ corrosion.
128	T-21	673	M	24.7.83 16.15	Lee on Solent	39	N	140	Approach in 15kt wind at approx 40kt, P1 operating spoilers and P2 other controls. About 20ft above ground nose dropped. P2 pulled back on stick and glider dropped nose down to ground and bounced heavily.
					P2	21	N	1	
129	T-29F	1942	S	25.7.83 19.25	Hook, Hants	36	N	900+	Landing across slight slope into field surrounded by tall trees and divided by fence. Pilot intended to land on far side of fence, but caught wing on fence and touched down travelling backwards and sideways.
130	Libelle	1699	S	14.8.83 ?	Cowley	46	M?	108	Pilot returned to previously selected sports field after encountering sink. On approach over tall trees on slope realised he would overshoot. Closed brakes, overflew field, and turned 180° to land in rough pasture field sloping uphill. Recalls touchdown but nothing more until being helped from aircraft. Evidence indicates glider landed very heavily and groundlooped.
131	K-7	1259	M	13.8.83 ?	Rufforth	52	N	433	Instead of rounding out this aircraft flew into the ground. Instructor failed to take over in time.
132	K-13	1650	M	15.8.83 17.30	Usk	38	N	1240	Instructor failed to react in time when pupil raised nose 10-15ft above ground after normal approach. Aircraft landed on skid then tail hit the ground hard causing damage to skid mounting and tail area.
133	Pirat	1733	M	13.8.83 12.45	Moreton, Essex	31	N	17	Landing into wind in burnt stubble field. Pilot states approach somewhat fast and during ground run on rough surface wingtip touched ground and trailing edge damaged in compression.
134	K-8	2117	M	20.8.83 17.44	Dallachy	34	N	25	Turbulence from trees beside the landing strip caught the pilot by surprise and a heavy landing resulted.
135	PIK 20D	2513	M	17.8.83 ?	Ringmer	28	N	75	Whilst turning glider round on ground pilot, holding one wingtip did not notice proximity of other wingtip to stationary dumper truck. Aileron struck dumper.
136	K-6CR	2257	M	24.8.83 15.00	Ringmer	27	N	43	Winch launch failed at 250ft and pilot elected to land ahead. After sideslipping turned slightly to right towards corner of site. Touched down in area of taller vegetation on old boundary and groundlooped.

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

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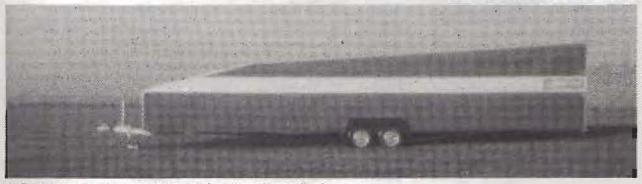
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INTER-SERVICES REGIONALS, RAF Henlow, August 2-11

Open Class

Pos.	Pilot	Sailplane H'cap	Day 1.2.8 108km ▲	Day 2.3.8 309km ■		Day 4.5.8 390km ■	Day 5.6.8 207km ▲	Day 6.7.8 209km ▲	Day 7.8.8 237km ■	Day 8.10.8 146km ▲	Total Points
1	Gaunt, T. R. K.	112 Kestrel 19	388	965	259	*950	54	785	808	356	4565
2	Joint, T.	131 Nimbus 3	323	840	268	806	111	810	718	566	4442
3	Brownlow, J.	108 ASW-20	335	811	328	976	0	752	563	618	4383
4	Whitehead, P.	106 ASW-20	314	757	302	943	0	733	543	681	4273
5	Richie, P. J.	108 Mini Nimbus	322	*831	204	893	154	621	460	618	4103
6	Hartley, K.	118 Nimbus 2	347	736	291	989	0	804	765	109	4041
7	Farmer, A. J.	108 Mini Nimbus	331	802	227	931	0	875	823	0	3989
8	Hymers, S.	108 Mosquito	302	1000	251	143	43	810	823	537	3909
9	Harmer, P. M.	112 Kestrel 19	338	873	*59	883	0	563	0	602	3318
10	Morris, B. C.	108 Mini Nimbus	140	*570	222	817	0	265	155	642	2811
11	Saundby, R. P.	109 Janus	328	714	221	269	0	490	455	4	2481
12	Chinn, G. M.	114 Kestrel 19	0	576	47	236	0	548	510	484	2401
13	Brownrigg, D. R.	114 Ventus	116	521	188	*77	0	670	230	522	2324
14	Benzie, I.	108 Mini Nimbus	0	518	53	253	0	5	383	570	1782
15	Johnson, A. S.	109 Janus	133	156	189	32	0	352	170	128	1160

Sport Class

Pos.	Pilot	Sailplane H'cap	Day 1.2.8 108km ▲	Day 2.3.8 309km ■	Day 3.4.8 84km O/R	Day 4.5.8 304km ■	Day 5.6.8 304km ▲	Day 6.7.8 152km ▲	Day 7.10.8 97km ▲	Total Points
1	Elliot, B.	104 Janus	*419	*880	277	1000	259	620	314	3769
2	Kiely, K.	100 ASW-19	230	996	353	680	286	691	392	3628
3	Fox, C. J.	98 Std Cirrus	325	1000	280	746	214	621	375	3561
4	Mitchell, T.	102 ASW-19	444	902	282	965	0	606	345	3544
5	Russell, G. J.	100 Std Cirrus	184	936	279	991	0	618	292	3300
6	Clarke, A. J.	100 ASW-19	0	*725	262	773	0	710	271	2741
7	Tootell, W.	99 Astir	325	*481	250	724	204	413	316	2713
8	Bush, W. H.	103 LS-4	0	*656	0	968	0	664	364	2652
9	Knowles, J.	96 Sport Vega	331	*505	298	692	21	507	262	2619
10	Gildea, C. J.	100 SHK	129	783	69	741	46	504	337	2609
11	Ratcliffe, A.	97 Astir	129	689	250	740	0	483	266	2557
12	Gibson, P.	99 Astir	318	267	240	937	63	465	235	2525
13	Miller, R. W. A.	98 ASW-19B	62	660	289	967	0	102	335	2415
14	Jeffries, J. R.	95 K-21	364	*0	76	709	196	617	448	2410
15	Sherlock, C. C.	95 K-21	348	767	0	425	0	485	344	2396
16	Buckner, K. R.	97 Astir	*39	559	256	594	20	412	329	2209
17	Lee, M. E.	103 LS-4	0	803	0	534	57	453	257	2104
18	Bickers, R. A.	99 Astir	448	450	274	458	0	102	231	1963
19	Hardy, M. F.	97 Astir	0	840	0	697	3	108	301	1949
20	Sharpe, G. J.	101 LS-4	0	657	244	690	0	58	241	1890
21	Hawkins, J. R.	97 Astir	325	603	126	*356	0	102	219	1731
22	Hanson, R.	97 Astir	115	463	272	139	0	460	72	1521
23	Cook, J. H.	99 Astir	0	246	0	*502	0	487	54	1289
24	Tapson, B.	100 ASW-19B	244	*410	0	83	0	168	259	1164
25	Barton, A. R.	96 Sport Vega	0	379	284	391	0	89	0	1143
26	Orr, M. J.	97 Astir	0	450	0	280	0	0	0	730
27	Oswald, C. J. R.	97 Astir	23	376	0	250	0	31	22	702
28	Ramsay, D. H.	99 Astir	0	246	0	57	0	71	8	382

Club Class

Pos.	Pilot	Sailplane H'cap	Day 1.2.8 88km ▲	Day 2.3.8 183km ▲	Day 3.4.8 95km ▲	Day 4.5.8 195km ■	Day 5.7.8 152km ▲	Day 6.8.8 146km ▲	Day 7.10.8 85km goal race	Total Points
1	Logan, M. W. B.	86 K-18	266	1000	353	1000	1000	125	321	4065
2	Arnall, R.	86 K-18	78	839	552	904	878	266	393	3910
3	Beringer, J.	90 K-6E	15	795	190	894	714	110	*0	2718
4	Reed, I. B.	94 Dart 17	0	707	*260	299	894	0	404	2564
5	Gibbs, R. I.	86 K-18	0	749	*526	848	75	77	198	2473
6	Spiller, R. W.	86 K-18	65	803	0	763	687	70	0	2388
7	Smith, J. L. J.	82 Pirat	37	800	85	793	116	0	280	2111
8	Clarkson, P. Willsher, P.	90 K-6E	60	305	134	752	*542	6	77	1876
9	Law, M. J.	86 K-18	*144	*212	0	*367	*266	0	150	1139
10	Andrews, P. W.	84 K-6CR	212	DNF	DNF	DNF	DNF	DNF	DNF	212
11	Stewart, P.	94 Dart 17	0	DNF	0	0	DNF	DNF	DNF	0

*DNF = did not fly; * = penalty.*

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1983
151	B. B. C. Watson	Lasham	26.9
152	P. D. Bell	Booker	26.9
153	J. M. Bishop	Bicester	13.6
154	K. Hartley	Clevelands	23.10

DIAMOND GOAL

No.	Name	Club	1983
2/1257	M. J. Jordy	Buckminster	3.8
2/1258	A. D. Stenton	Fenland	18.8
2/1259	M. Mathieson	Essex & Suffolk	3.8
2/1260	P. Whitt	Herefordshire	3.8
2/1261	P. E. L. Whittle	Buckminster	16.8

DIAMOND HEIGHT

No.	Name	Club	1983
3/594	D. G. Chaplin	Yorkshire	26.9
3/595	B. B. C. Watson	Lasham	26.9
3/596	G. Horscraft	Essex	26.9
3/597	J. M. Hoye	Kent	5.10
3/598	P. N. Harborne	Booker	5.10
3/599	B. C. Morris	Booker	26.9
3/600	P. D. Bell	Booker	26.9
3/601	B. Emms	Inkpen	10.10
3/602	I. H. Hicks	Shropshire	19.10
3/603	D. K. McCarthy	Kestrel	19.10
3/604	P. J. Marshall	Booker	10.10
3/605	D. Hilton	Booker	7.10
3/606	A. Pickles	Surrey & Hants	17.10
3/607	D. L. Pratt	Surrey & Hants	17.10
3/608	B. F. Hughes	Booker	7.10
3/609	K. Hartley	Clevelands	23.10
3/610	C. H. Gardner	Devon & Somerset	17.10
3/611	Pam Newall	Bicester	26.10
3/612	R. H. Wright	Coventry	22.10
3/613	K. Hynes	Booker	5.10
3/614	H. T. Egan	Deeside	6.11
3/615	J. P. Sullivan	Wrekin	20.10
3/616	I. J. Metcalfe	Bristol & Glos	19.10

GOLD C COMPLETE

No.	Name	Club	1983
965	D. M. Parsons	London	26.9
966	P. O'Donald	Cambridge Univ	5.9
967	M. Mathieson	Essex & Suffolk	3.8
968	B. C. Morris	Booker	26.9
969	P. D. Bell	Booker	26.9
970	B. Emms	Inkpen	10.10
971	R. Ashurst	Booker	10.10
972	P. J. Marshall	Booker	10.10
973	J. M. Ley	Essex	26.9
974	D. Edwards	Booker	10.10
975	R. J. Brownlow	Bicester	23.10
976	P. R. Joives	Avon	28.10
977	P. E. L. Whittle	Buckminster	19.10
978	K. Hynes	Booker	5.10
979	P. Whitt	Herefordshire	3.8

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1984 NATIONALS PROMOTION LIST

In the event that the 1984 Nationals entry is over-subscribed the Promotion List is used to determine the order of those places reserved for pilots from that list. A low placing on the list should not deter aspiring Nationals pilots as experience has shown that places are often taken from well down the list. Whilst every pilot who flew in a Regionals in 1983 is on the list only the top 100 places are shown.

For details of how the list is prepared see p297 of the December 1980 issue of S&G; however pilots from the 1983 Promotion List, designated (QL), have been integrated into the 1984 list into every other place from position 26 onwards. Those pilots who are in the top 35 of the Priority List and are guaranteed a place in the 1984 Nationals have been omitted from the Promotion List. If there are any queries regarding the Promotion or Priority Lists please contact the undersigned *via* the BGA office.

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

1	Elliott, B	(ISS)	26	Watson, A. J.	(LA)	51	Smith, D.	(QL)	74	Alldis, J.	(QL)	99	Saundby, R. P.	(QL)
2	Hawkins, P.	(ES)	27	Smith, E.	(QL)	52	Gardner, D.	(ES)	75	Bush, W.	(ISS)	100	Brisbourne, R.	(EO)
3	Sheard, P. G.	(BS)	28	Szulc, B.	(EO)	53	Barratt, J.	(QL)	76	Barley, P.	(ISC)			
4	Randle, M.	(LA)	29	Sharman, R.	(ES)	54	Brook, M. F.	(NS)	77	Hogg, A. J.	(LA)	BS	= Booker Regionals Sport Class	
5	Eade, D. J.	(LB)	30	Woodford, J.	(BO)	55	Charlotte-Green, Mary	(QL)	78	Curtis, C.	(QL)	BO	= Booker Open Class	
6	Hill, D. J. M.	(NO)	31	Breeze, D.	(LB)				79	Holland, P.	(NS)	W	= Western Regionals	
7	Ward, M.	(NS)	32	Heames, C.	(QL)	56	Hunt, S. G.	(BS)	80	Aspland, W.	(QL)	ISO	= Inter-Services Regionals Open Class	
8	Gaunt, T. R. K.	(ISO)	33	Fox, R.	(NO)	57	Cook, I. R.	(LA)	81	Murphy, T.	(EO)	ISS	= Inter-Services Sport Class	
9	Hodsman, D.	(W)	34	Beniston, G.	(NS)	58	Mather, A.	(QL)	82	Manley, K.	(QL)	ISC	= Inter-Services Sport Class	
10	Kiely, K.	(ISS)	35	Ellis, J. J.	(QL)	59	Tootell, W.	(ISS)	83	Webster, M.	(ES)	LA	= Lasham Regionals "A" Class	
11	North, S.	(ES)	36	Russel, G. J.	(ISS)	60	Webb, M.	(QL)	84	Bishop, M.	(QL)	LB	= Lasham Regionals "B" Class	
12	Logan, M. W. B.	(ISC)	37	Hymer, S.	(QL)	61	Costin, M.	(EO)	85	Knowles, J.	(ISS)	EO	= Enstone Regionals Open Class	
13	Freeman, D.	(BS)	38	Arnall, R.	(ISC)	62	Cunningham, G.	(QL)	86	Murdoch, M.	(QL)	ES	= Enstone Sport Class	
14	Norrie, A. J.	(LA)	39	Dawson, M.	(QL)	63	Whitehead, P.	(ISO)	87	Hutchinson, S.	(BS)	NO	= Northern Regionals Open Class	
15	Randle, Jane	(EO)	40	Pentecost, P. R.	(LA)	64	Tull, V. F.	(W)	88	Langrick, J.	(QL)	NS	= Northern Sport Class	
16	Withall, C.	(BO)	41	Hamill, E.	(ES)	65	Woodman, P.	(QL)	89	Emmett, M.	(BO)			
17	Fox, C. J.	(ISS)	42	Forsey, L. K.	(QL)	66	Jordy, M.	(ES)	90	Harding, R.	(QL)			
18	Smith, D. A.	(LB)	43	Brownlow, J.	(ISO)	67	Beringer, J.	(ISC)	91	Ritchie, P.	(ISO)			
19	Jones, P.	(ES)	44	Keogh, B.	(QL)	68	Pozerskis, F.	(QL)	92	Harrington, T.	(W)			
20	Taylor, K. R.	(NS)	45	King, P. A.	(W)	69	Crawshaw, G.	(QL)	93	Cowderoy, R. L.	(QL)			
21	Joint, T.	(ISO)	46	Durham, M.	(EO)	70	Allan, M. D.	(LB)	94	Smithers, J. W.	(LB)			
22	Cole, R.	(W)	47	Clarke, A. J.	(ISS)	71	Sheffield, R.	(QL)	95	Middleton, A.	(QL)			
23	Alldis, C. J.	(BS)	48	Wilby, C.	(LB)	72	St Pierre, A. H. G.	(NO)	96	McLane, L.	(NO)			
24	Aspland, W.	(BS)	49	Davis, F.	(QL)				97	Hoy, S. K.	(QL)			
25	Mitchell, T.	(ISS)	50	Swannack, J.	(NO)	73	Aldous, R.	(QL)	98	Wise, B.	(ES)			

GOLD C DISTANCE

Name	Club	1983
M. J. Jordy	Buckminster	3.8
A. D. Stenton	Fenland	18.8
M. Mathieson	Essex & Suffolk	3.8
P. Whitt	Herefordshire	3.8
P. N. Atkin	Southdown	14.8

GOLD C HEIGHT

Name	Club	1983
A. Palmer	Shalbourne	6.9
C. Woodward	Aquila	26.9
D. M. Parsons	London	26.9
D. G. Chaplin	Yorkshire	26.9
P. O'Donald	Cambridge Univ	5.9
D. Adlam	Essex	26.9
Dagmar Heller	Essex	26.9
B. C. Morris	Booker	26.9
E. J. Gunner	Booker	3.10
R. A. Davey	Booker	3.10
P. D. Bell	Booker	26.9
A. B. G. Johns	West Wales	26.9
W. G. Upton	Culdrose	7.10
T. J. Mitchell	Booker	10.10
B. Emms	Inkpen	10.10
J. K. Saunders	Bicester	8.10
N. A. Foster	Four Counties	10.10
F. Boyce	Midland	17.10
B. Gilman	Staffordshire	17.10
J. R. Joiner	Bannerdown	23.10
J. H. Cook	Wrekin	10.10
R. Ashurst	Booker	10.10
P. J. Marshall	Booker	10.10
J. M. Ley	Essex	26.9
D. D. Copeland	Surrey & Hants	17.10
D. Edwards	Booker	10.10
D. M. Campbell	Clevelands	23.10
R. J. Brownlow	Bicester	23.10
P. R. Joives	Avon	28.10
A. J. Baldwin	Booker	10.10
D. G. Shepherd	Highland	29.10
A. J. Glover	Coventry	19.10
P. E. L. Whittle	Buckminster	19.10
K. Hynes	Booker	5.10
R. W. Smith	Kent	3.10
H. T. Egan	Deeside	6.11
D. Carmichael	Deeside	19.10
M. Fountain	Booker	4.10
D. L. Clarke	Booker	3.10
I. J. Metcalf	Bristol & Glos	19.10

SILVER C

No.	Name	Club	1983
6538	P. L. Roberts	Derby & Lancs	17.8
6539	A. C. Emerson	Rattlesden	28.8
6540	Edwina Bonsor	Wyvern	30.8
6541	C. J. Masters	Bannerdown	3.4
6542	M. J. Pearson	Borders	29.8
6543	L. White	Cranfield	21.8
6544	J. R. Parker	Devon & Somerset	27.8
6545	T. W. Cooper	Norfolk	3.8
6546	Fiona Clark	SGU	16.8
6547	Suzanne Curtis	Peterboro' & Spalding	12.6
6548	R. L. Beveridge	Portsmouth	27.8
6549	V. R. Dennay	Bicester	27.8
6550	D. R. Copper	Cranwell	6.9
6551	R. C. Tebbs	Wyvern	14.8
6552	K. B. Frost	Essex	21.8
6553	R. N. O. Swallow	Shalbourne	6.9
6554	S. G. Druce	Oxford	14.8
6555	N. Bull	Trent Valley	3.8
6556	S. C. W. Harrison	Buckminster	14.8
6557	P. J. Howarth	Wyvern	14.8
6558	A. Ridley	Midland	5.9
6559	Ann Dziwior	Imperial College	27.8
6560	P. A. Dunthorne	Bath & Wilts	27.8
6561	Maureen Leonard	Stratford	13.8
6562	P. A. Eggleton	Kestrel	14.8
6563	P. A. Woolley	Imperial College	18.8
6564	S. B. Hall	Booker	18.8
6565	A. Foster	Bicester	7.9
6566	P. Atkin	Cambridge Univ	12.9
6567	F. L. Smith	SGU	22.9
6568	J. H. W. Bastin	Herefordshire	27.8
6569	N. C. S. Reineck	Kestrel	26.7
6570	T. B. Beese	London	12.9
6571	C. Wedgewood	Aquila	26.9
6572	D. Ling	Essex	27.9
6573	J. A. McCoshim	SGU	25.9
6574	P. Robinson	Essex & Suffolk	2.10
6575	J. T. Perry	Kent	5.10
6576	J. A. Stephen	Deeside	8.10
6577	D. Adlam	Essex	27.9
6578	R. Lemin	Bristol & Glos	18.10
6579	P. Florence	Bristol & Glos	3.10
6580	K. G. Reid	Cornish	10.10
6581	H. T. Egan	Deeside	3.10
6582	N. Prior	Essex	10.10
6583	N. A. Foster	Four Counties	8.10
6584	Virginia Woods	Lasham	22.10

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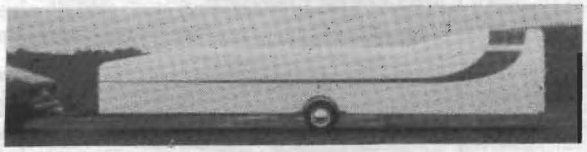
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Please note that the deadline for the next issue is Feburary 7

INTER-CLUB LEAGUE 1983

MIKE JEFFERYES

Midday suns are not the only meteorological phenomena to test the resolve of the true Brit. One of the worst forecasts of the 1983 season failed to discourage pilots from Cambridge University, Essex, Southdown, Booker, Cotswold and Stratford on Avon GCs from joining those at Coventry GC in the hope of achieving a contest in the Inter-League final on September 3-4.

Fortunately a welcome break in the weather enabled most to complete an O/R to the barbecue. The hospitality must have played a major part in persuading all visiting pilots, none of whom flew that weekend, to return for yet another attempt on September 10-11. The one exception was that Norfolk arrived announcing they had meanwhile ousted Cambridge University from the top of the East Anglian League.

Alternative TP O/Rs were set for all Classes on the Saturday to give some chance of dodging the anticipated showers. When the first of these arrived in late morning only a handful of the many pilots present had launched. Of these the Booker Novice elected, like most of the others, to delay his start until after the approaching rain and, unlike any of the others, to use this period for the development of his aerobatic skills. One pilot, flying for Coventry GC and the Eastern League as a Pundit, turned at Dunstable and landed at Cranfield.

It was later in the afternoon before Hus Bos dried out and launching resumed. Bernie Fitchett showed what was, or wasn't, possible by flying 39km as a Pundit for Booker.

Sunday was another non-flying day and so these two outlandings (104km from Hus Bos and 39km, nine loops and seven stall turns for Booker) were the only results for the four days of effort. Although we failed to achieve the requirements of a contest day in at least two Classes, Coventry GC were declared the winner on three counts:

1. No one else could possibly claim to have won.
2. No one dared suggest re-convening for a third attempt.
3. Coventry had in the season beaten Essex, the 1982 Champions. Therefore the trophy remains with the Eastern League but passes to the 1983 League leaders — Coventry GC.

The combination of enthusiastic attendance and three non-flying days permitted considerable fruitful discussion on the progress of the League around the country. It was always intended as a lightweight competition run for fun, for club and inter-club spirit, and to assist and encourage early cross-country pilots. The rules are more guidelines than constraints, and Rule No. 19 states that the rules can be changed at any time by agreement between all consenting adults. Despite all this there was general feeling that a number of formal rule changes were required, and several changes were proposed.

A questionnaire was subsequently circulated to the Leagues and very many thanks for the 20 replies. The outcome is that a number of changes to the central rules will be made for 1984. A revised set of rules will be sent to each League by the end of February and those rules which have been discussed are explained below:

A. Scoring

The current rule scores each day using the 1000pt system, and adds the two daily scores in each Class to establish the team weekend placings in each Class. Several Leagues have operated a simpler system scoring each day independently, which enables faster completing of results without the need for precise landing point details etc. This system gives double the points for a two-day weekend and can alter the overall placings/winners. Voting was close on this item.

Conclusion: No change to the current rule although, as always, individual Leagues can (and almost certainly will) agree to differ.

B. Pilot Classes

Many clubs have found themselves short of Intermediate pilots when even their Novices, spurred on no doubt by the League, are flying 300km Diamond goals and becoming instant pundits.

There was almost universal support for a change to this rule, but some variation on the precise definition. The majority accepted some arbitrary limit of solo hours flown by a pilot with a 300km Diamond goal who should still be permitted to fly as an Intermediate. A proposal from Avon Soaring Centre based on the positions on Nationals Priority Lists and Regionals Promotion Lists sounds at first complex and daunting, but may in fact be more realistic.

This alternative has proved worthy of further debate but will be finalised and circulated to all Leagues by the end of February and the conclusions will be given in S&G.

C. X and Y for Novices

Current recommendations are that X=20 and Y=40. Many valiant Novice efforts have exceeded X against all odds, but as no Novice has achieved Y the day is a no contest.

It was unanimously agreed that the recommendation for the Novice Class should change to X=Y=20km. This means that any novice flying a handicapped distance greater than 20km is guaranteed to have scored.

D. Fixed Weekend for the Final

Confusion has resulted from the late decisions on the timing of the final for the last few years. It is now decided, by a large majority vote, that the final will be held on the three-day August Bank Holiday weekend. All three days will, weather permitting, be counted towards the final result. It's unfortunate that the few who feel the final smacks of Nationals type highbrow competition didn't see the team enthusiasm at Hus Bos.

E. No Contest Weekend

Currently Rule 8 requires two Classes to score for a weekend to be declared a contest. Our weather has frequently shown this to be difficult to achieve and the accomplishments of one scoring Class have therefore gone unrewarded. Voting was split on the extent to which this rule might be relaxed.

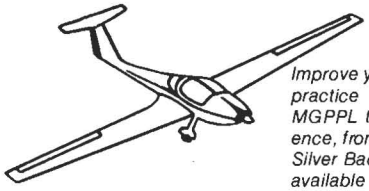
Conclusion: A weekend will be declared a contest if pilots in either the Novice or Intermediate Classes score. If only the Pundits score this will not be a contest but their results may, if the Novice and Intermediate Classes are re-run, be added to the final scores.

F. Replays

Any no contest weekend (or scoring but disappointing weekend) may be re-run in all Classes or in part if all team captains agree. Under these circumstances, it is recommended that all scoring flights are counted towards the total season scores.

Copies of the 1984 rules incorporating these changes will be sent by the end of February to those on the mailing list of the questionnaire. Anyone else wanting a copy or further information or assistance (incidentally what are you fellows in the north of England up to?), please write to Mike Jefferyes, 15 Sycamore Way, Chelmsford, Essex CM2 9LZ.

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EXERCISES FOR FIELD LANDINGS

KEN STEWART, national coach, feels that with the increase in cross-country flying, especially in the smaller clubs, it is wise to boost the inexperienced pilot's confidence and ability with field landing exercises. The aim is to improve the skill and judgment of the pilot as much as to test whether he can select and land safely in a field.

Here are some of the exercises aimed at improving the pilot's chances of completing the first of many safe outlandings which may also add a new interest to winter flying while we wait for the thermals to return.

1. Using motor gliders

The BGA and several clubs use this technique and it is probably the most effective. It allows most aspects of the actual field landing situation to be explained — actual field landing selection with all its implications, planning of circuit pattern into field, approach control and sometimes even roundout. The instructor can monitor and correct any failings in the student's flying which may only be apparent in what is probably a highly demanding situation for the student, *eg* speed monitoring and control.

There are no other techniques where the instructor can allow the student to get it wrong for quite as long. The pupil can see his mistakes and the instructor is able to correct the problems in another field landing attempt.

The practice session can be fairly concentrated with the chance to sample a variety of fields, making this method the most cost effective for the student.

Clubs who haven't a motor glider may be able to arrange for their pilots to visit another club or perhaps borrow one, complete with a qualified instructor. Otherwise it is worth recommending any pilots who need training or a refesher in field landings to attend a BGA field landing training course.

Two field landing and navigation courses, which will include field landing briefing and practice, map reading and navigation and final glide practice, have been arranged at **Booker** *from February 25-29 and at* **Husbands Bosworth** *from April 7-13. The fee is £10 plus VAT, a Super Falke will be used and the courses are recommended for Bronze C and Silver C pilots. If these dates aren't suitable, contact the BGA office for further details.*

2. Operating from a farmer's field

At certain times of the year, there is a chance of a day's outing to operate from a friendly farmer's field or airstrip. Obviously a tug will be needed and may have to be borrowed, in which case it may be easier to arrange this exercise during the week. However don't hesitate to contact a seven-day club as they too have their quiet days when they would be glad to see their tug being used.

Such a scheme could involve a two-seater plus one or two single-seaters to give the student some training and/or checking as well as a chance of landing the glider he will probably use for his first cross-country in a field. What a boost to confidence that would give. At the end of the day tow the gliders back home (the way they came), probably only six or seven miles, and why not let the lucky pilots practise a final glide, with safety margins relative to their experience of course?

Note: If you are lucky enough to find a tame farmer, do remember to give him a flight.

3. Pre-selected farmer's field

For those clubs who can't manage 1 or 2, why not make use of our friendly farmer's field (assuming he wasn't the reason for not using idea 2) and allow students to practise landing in that field in either single or two-seaters, providing it is within easy reach of the airfield.

The two-seater may be a problem to derig, although some clubs manage it every weekend, but providing the field is inspected for size, slope and obstructions, the student well briefed and the field easily identified (*eg* the green one with the glider trailer in it), then the exercise should be useful and safe.

4. Different airfields

Some clubs operate from quite restricted sites and therefore their pilots have some of the demands of a field landing situation in most landings. If you are based on a large airfield, you may find it useful for some of your pilots to visit a smaller site where more accuracy is needed in landing. As there won't be the landmarks and secondary references we all unconsciously use at our home site, the pilot will need better judgment.

5. Strange part of the airfield

The practice of marking off a small piece of landing area on a part of the airfield not commonly used can be a worthwhile exercise to benefit those preparing for their first cross-country. In practice one would hope their first field would be considerably larger, but the demands put on their judgment and flying skill will encourage more accurate flying. It will also give the instructor more idea of the pupil's ability and show which part of his flying needs improving before leaving the site.

6. Field/crop identification

Flying from the home airfield, the pupil should be encouraged to identify the crops and the state of the neighbouring fields, perhaps even selecting his preferred field. Later he should go and see how the surface, size and crop depth compared with his assessment from the air. A skeleton map might even be prepared so that the student can make notes of the various fields in flight.

This exercise can be enlarged by using the tug to cover more fields at a better inspection height.

Summary

Obviously there are many other exercises in the same vein. But an exercise which ends with a grunted pass from the instructor, resulting perhaps in a happy, newly-cleared cross-country pilot, isn't necessarily the best exercise in that the student may have gained confidence but not knowledge. Remember, instructors are there to teach, not just to test.

Lastly, it would be ideal if all early cross-country flights ended safely on a goal (or home) airfield, and so to increase the student's chances of success why not spend some time teaching the other part of cross-country flying — soaring?

Protect your S&Gs with a binder: price £3.99 from the BGA office.

Sailplane & Gliding

The magazine can be obtained from most Gliding Clubs in Gt. Britain, alternatively send £8.75 postage included for an annual subscription to the British Gliding Association, Kimberley House, Vaughan Way, Leicester.

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

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Your Letters



ENTERTAINING IDEA

Dear Editor,

Mani Deb's letter in the October issue, p227, on the need to entertain the public as well as the pundits at gliding contests is apposite, and it is a problem which has concerned many contest organisers over the years.

Those who attended the 1938 Nationals at Dunstable will well remember the success of the event best described, with acknowledgements to Doc Slater, on p186 of *The Sailplane,* August 1938:

"Thursday saw the beginning of the famous Gin Race. The Seager Trophy was offered for the greatest number of laps round a given course performed on the last four days of the competitions. The course was between the control tent (about a quarter of a mile out from the hill) and some point on the hill itself, chosen according to the wind direction. As there was never much more than a just soarable wind on each of the four days, the problem was to find the minimum height from which one could go out to the TP and just get back again to the hill . . ."

The account goes on to set down how an exciting neck-and-neck race developed in the last days, with Gerry Smith being the eventual winner for the Derby & Lancs Club with a total of 99 laps. Guided by the public address system, the crowd followed the ups and downs (literally!) of the race contestants quite avidly while the other pundits got on with their cross-country efforts.

Would not events of this sort provide an interesting use for vintage gliders?

LAWRENCE ROBERTSON, **Keswick, Cumbria.**

CLUB NEWS

Dear Editor,

I take violent exception to the sweeping and libellous generalisations Platypus makes about club news contributions in the last issue, p250, accusing people of submitting illegible copy on Bronco, and usually late into the bargain.

My experience illustrates to me that however sparkling the prose one submits, it is flattened out to the prevailing standard of mediocrity. This may be editing for the sake of economy, but club members who have achieved solo or a Silver leg, experience a real thrill to see their achievement acknowledged in print. It may not make for compulsive reading, but if that's all the space we're permitted, what price literary talent?

TRISH DURBIN, **Portsmouth**

(Trish is absolutely right, we only edit for the sake of economy. It would make our life a lot easier to print all the contributions exactly as written, and perhaps make lively reading, but there would be precious little room for anything else in the magazine. The majority of contributors are extremely good natured in accepting the often severe cutting necessary to leave space for a good mix of general articles. They realise this section is simply to get over the various clubs' activities, not to be used as a showcase for literary skills. As to deadlines, we don't give false ones, these are the very latest dates we can accept copy if it is to get to the printers on time for setting. Most contributors appreciate this and in recent months the standard of the copy has gone up enormously with names being printed clearly on the handwritten reports. But we still do have those that almost live up to the Platypus description.)

THE KENT CLUB AND PUBLICITY

Dear Editor,

In answer to the recent letters about the need to get more publicity for gliding, I would like to think we are doing our bit at the Kent GC. During the last two years we have adopted an Andean condor at London Zoo (see S&G, February 1983, p21) we have had a great deal of publicity in the national and local press. We also displayed a Sport Vega at the very first London Zoo carnival along with photographs of Sonia, the condor, and a map showing the location of BGA clubs in the UK. There was a lot of interest and we tried to show that gliding isn't a snob sport.

What it comes down to is that if people are willing to get in touch with local newspapers, and even the nationals, and can give them a story they will jump at the chance to print it. Our last bit of newspaper publicity was in October when Sonia's keeper was invited to see how man copies a condor's flight.

I am sure there must be many clubs who would love a mascot — how about a lion for Competition Kitty? Sonia costs the Kent GC £150pa and we feel it is money well spent. We get a plaque at London Zoo and our contribution helps to buy her food.

So come on clubs, it's up to you to sell gliding to the public, don't expect them to come to you.

ED SMITH, **London.**

THE FUTURE OF GLIDING

Dear Editor,

Under the above title you presented your readers in the last issue, p267, with a summary of a paper by Messrs Austin, Dicks and Smithers that attempts to analyse current trends. Like previous efforts in this direction it demands more data and thereby more questions that add much to the general confusion and little by way of advice. Bearing in mind that I have not seen the original document I can concur upon one point only *viz,* that declining membership is a bad thing, thus echoing the fears expressed by Bill Scull in the April 1982 issue, p68.

Like many of the wounds that afflict our society today, this decline is largely self-inflicted, although evidence for this accusation may not be obvious at first sight. Please consider, however, the final paragraph of your summary which commences, "We should decide how many people we want in the gliding movement . . ." Reflecting upon comments made when I have broached the subject of recruitment with senior and influential members of clubs, I cannot help feeling that the oft repeated response "But do we really need more members?" conceals a deep-rooted desire to preserve exclusiveness, or at least to exclude "the dinghy people."

Your summary makes no reference to the effect of rival sports such as microlights and hang gliding, both of which seem to be expanding and could well be attracting followers who would formerly have considered our sport. I am certain that I should never have joined the Essex GC in 1932 had hang gliders been available at that time, and it is even likely that gliding clubs as we know them today might never have been conceived.

I do not see any benefits in undertaking more agonising within the BGA over what form clubs should take and what proportion of the fleet should be club or private property, since this is an area that is entirely the individual club's prerogative. I suspect that the problem being experienced in some clubs is that they have not faced up to the crunch question and decided what form of club they wish to be. Surely it is to everybody's advantage that within our sport there should be a diversity of clubs offering a widely differing range of facilities and costs, with operations tailored accordingly.

Unfortunately, when it comes to recruitment, the image projected by the very considerable media exposure that we receive, reflects almost exclusively the up-market scene. A recent example of this was a TV interview that was most creditworthy, apart from the fact that anyone thinking of taking up gliding would get the impression that the sport required an essential piece of kit valued at £40 000.

There is one other area in which the BGA may have been misguided, and I am pleased to see you make reference to this. Whilst I am anxious to see an increase in clubs to accommodate an expanding demand for gliding, I fear that the enthusiasm devoted to the formation of new clubs has in some situations led clubs to fish in each others' backyards with the results now discovered by Messrs Austin, Dicks and Smithers. Just another self-inflicted wound I'm afraid.

CHARLES ELLIS, **Ilford, Essex.**

NOT PROFESSOR

Dear Editor,

In my article "50 Years Ago" in the last issue, p277, the Editor of S&G during 1932, Frank Entwistle, is wrongly described as a professor: he was actually meteorological adviser to the RAF, with the pre-RAF rank of Captain.

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

PLANNING AND LOOKOUT

Dear Editor,

Regarding your correspondence on mnemonics (August, p179, December, p277) and while instructing at our miniscule airstrip

(Essex & Suffolk), having heard the magic words from a *post*-solo pilot "800ft now — better think about a circuit", might I suggest adding P (planning) and L (lookout first) to the normal UFSTAL. For those (a majority?) who can only fly by mnemonics this might just provoke some thought beforehand!
MARK MATHIESON, **Sudbury, Suffolk.**

A TERRIFIC RESPONSE

In answer to Tom Westman's request in the last issue, p276, for the poem by John Gillespie Magee, more than 40 readers have sent us copies. We are most grateful to them all and for the extra information.

John, an American who joined the Royal Canadian Air Force, was killed at the age of 19 in 1941 when his Spitfire collided in cloud with another aircraft. He left his sonnet, scribbled on the back of a letter while on a course at Farnborough.

His poem is on at least two clubhouse walls, and we suspect many more, and was published in *Sailplane and Glider* in 1947.

For the benefit of Tom and the rest of us who are glad to have a copy, here is the poem which says it all.

HIGH FLIGHT

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds — and done a hundred things
You have not dreamed of — wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

50 YEARS AGO

A. E. SLATER

In two quite different respects 1934 was an outstanding year in British gliding progress: one was the achievement of substantial cross-country distances — the chief object for which it had been founded four years earlier: the other was the conversion of the BGA into a body which really represented British gliding clubs, though this proved such a tough job that it spilt over into 1935 before succeeding.

In both Philip Wills took a leading part. On March 18, a Sunday, a magnificent long cloud street came over Dunstable. Sebert Humphries, up in the red "Crested Wren", shot off to its far end, where he encountered hail, and glided on to a landing near Hertford, nearly equalling Eric Collins's 20 mile official British distance record of the year before. Collins was up in the Kassel two-seater giving a short flight to a German club member who was official London correspondent of a Berlin newspaper.

A time for records

Collins, seeing his record in danger, shot off in pursuit, reached more cumulus beyond the end of the street, and landed after about 47 miles, nearly equalling the world's unofficial two-seater record already set up by a German pilot with a flight from the Ruhr to Eindhoven in Holland. When they were nearly out of sight, Philip Wills turned up, rigged the club Professor, and set up a new British record of 56 miles to the east coast.

As to BGA affairs, early in the year the following took place in order:

1. The Ministry of Civil Aviation set up an inquiry of a small body of experts to advise it on policy.

2. The BGA Council, in electing a chairman for 1934, received a message *via* Wapplington, the secretary, that Gordon England would be "willing to serve again as chairman", but the Council chose instead Espin Hardwick, a Birmingham stockbroker, who learned gliding at the London club, then lent the club money to buy its site, which was threatened by its unsympathetic owner, and was later to found the Midland Club and to fight a legal battle on its behalf to secure its site.

3. It was announced that Gordon England had joined the Ministry's inquiry team.

4. The result of the inquiry was published and its last paragraph was found to recommend that no subsidy should be given to gliding, either to the clubs or for setting up a gliding school: this was followed by the six signatories including Gordon England. But the Ministry of Civil Aviation discarded this advice and announced that it intended to give British gliding a subsidy of £5000 a year for seven years. There followed a year-long fight to get the subsidy for the clubs and not for a gliding school, with Philip Wills leading one party and Gordon England the other.

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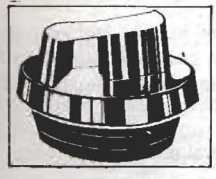
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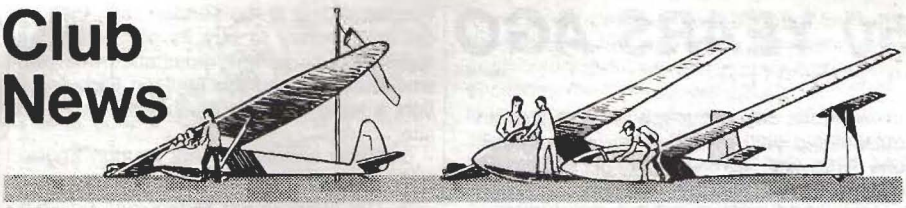
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Club News



Copy and photographs for the April-May issue of S&G should be sent to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, tel 0223 247725, to arrive not later than February 7 and for the June-July issue to arrive not later than April 6.

November 30, 1983 GILLIAN BRYCE-SMITH

AQUILA (Hinton-in-the-Hedges)
At the end of a successful season with soaring to the end of October, we welcome a new addition to the fleet — a K-8.

Following local advertising, we have gained quite a few new members. As a result of an *ab-initio* week in August, Spencer Levy and Jim Hughes went solo. After the week's instructing, Duncan McKay (CFI) and David Latimer (our newest instructor) did 300km triangles.

Congratulations to Chris Wedgwood who completed his Silver C and achieved a Gold height at Aboyne and to Ian Daglish who flew Silver height from Hinton.

In October Gordon Herringshaw organised a successful weekend of flying and talks for the Midland Region of the British Women Pilots' Association.

I.M.D.

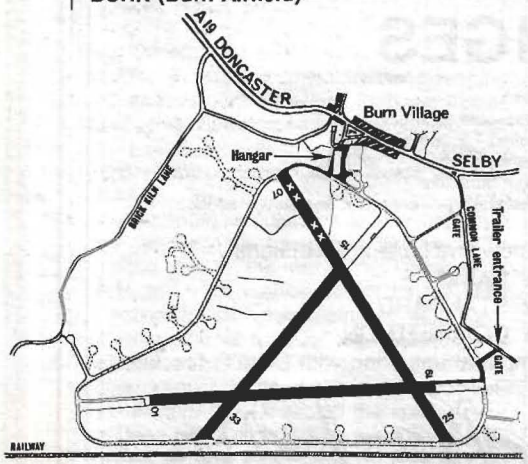
BUCKMINSTER (Saltby)
We are making plans for the new season — the Citabria has been replaced by a Bellanca Scout and we are searching for a K-13.

Congratulations to Richard Tomlinson on gaining his Bronze C less than six months after going solo on his 16th birthday.

We had a very successful bonfire night party. We are hosting the BGA regional open meeting on February 12 when visitors will be welcome.

E.A.S.

BURN (Burn Airfield)



The last annual dinner of Doncaster GC was on October 15, the poignant meeting heralding the end of 25yrs at Doncaster and the birth of the Burn GC. Bill Scull, BGA director of operations, was the guest of honour and presented the following awards: the Chairman's cup (greatest gain of height), the Jack Bower's cup (fastest 100km) and the Pennine cup (fastest flight), Nev Spencer; the 155 cup to Ernie Gibson for completing his Silver C in one flight; the cup for the furthest flight in a club glider, Nick Wills and the Muggins cup to Joe Millward for his work on the new hangar and site.

The Eggborough power station, two miles to the south, is allowing us many hours soaring, only limited by daylight, even this late in the year. The length of the runways enables 1400ft winch launches to be the norm with 1600ft easily reached by the experienced.

Being close to Selby we have had many new members which is stretching facilities, so we might have to have a waiting list.

You will find us alongside the A19, two miles south of Selby. Built during the last war, the airfield was used for Liberators, Lancasters and Halifaxes. Later it was used for storage and dispersal of military vehicles and tanks as it had its own railway siding. The CEGB then bought it for dumping fly ash from the power stations but as planning permission wasn't granted, it became available at the same time we were looking for a new site.

After years of negotiations with the CEGB, farmers, local council and villagers, we finally got planning permission to use it as a gliding site. But a condition, due to fears of accidents caused by trailers joining and leaving the A19, is that trailers are not allowed to use the Park Lane entrance. So visitors please remember that we must use the Common Lane entrance at the north end of the airfield. If arriving by air, please avoid the village and local farms and don't land on the west stub of the 07/25 runway until it has been repaired.

V.F.F.

COVENTRY (Husbands Bosworth)
During the last hour of an expedition to Aboyne Ron Wright gained Diamond height with 20 600ft, while on the same day Tony Glover (14 00ft) and Eric Whittle (16 000ft) claimed Gold heights.

An Astir has been added to the club fleet to replace a Bocian. This has been a successful year with 60 new members and lots of launches, though not so many cross-country hours.

A surprise birthday party for Lou Glover in the clubhouse drew a crowd of well-wishers.

N.B.

DEESIDE (Aboyne Airfield)
With sunset before 1600hrs and the chance of snowfalls, the opportunities for using wave are limited from mid November to mid January, but Santiago Cervantes flew 280km at the end of November.

Danish visitors earlier in the year spread the word and other Danes have been sampling our wave.

K.A.H.

DUMFRIES & DISTRICT (Falgunzeon)
The dry November allowed flying until late in the season with hill lift and wave flights. We are still discovering parts of our hill site which produces lift in various wind directions.

Our annual jumble sale made £150 for club funds and the season ended with a stout body of men cutting Christmas trees which should see us into the New Year in the black.

We celebrated our 25th anniversary with a dinner-dance on November 25 attended by many members from the early days when we were based at Heathhall. Cups went to Peter Richardson (best progress); Bob Rodger (best flight from the club); Bill Gordon (most solo flights to win the Hagger trophy); and Ian Carruthers and Peter Richardson, best flight in the club two-seater.

Our president, Sir Hector Munro, was among the speakers and concluded by stressing the need to fight for our freedom to fly.

F.S.S.

EAST SUSSEX (Ringmer)
The most significant event in our history took place recently when we exchanged contracts on our site. The purchase of the 71 acre site is the culmination of many months' effort by our chairman, Mike Kitson, and the members of the Site Purchase Sub-committee. We owe them many thanks for ensuring the future of gliding in East Sussex.

We have strengthened our fleet with a second K-7 which is proving very popular with pupils.

D.C.

ESSEX & SUFFOLK (Whatfield)
Congratulations to our new solo pilots Alan Sibbett and Martin Langford.

Exactly a year since the K-21 was demonstrated to us, our own K-21 took to the air.

We have to report a Saturday night attack on the ten syndicate trailers with every tyre slashed. We hope no other club suffers a similar fate.

A most successful evening out was held at Colchester, partly to thank Dave Gilder for his many contributions to the club and to wish him well at Swindon. He was presented with a framed picture and a model of his glider, a Skylark 4.

R.C.A

KENT MOTOR GLIDING & SOARING CENTRE (Manston)
As a new club formed in June last year most of our members are complete beginners so we are therefore very proud of David Goldin, Victor Peake, Nicholas Henley, Peter Smith and Dennis Exton on going solo and to Tryshe Annett, our first female to go solo in a motor glider.

Special congratulations to Alan Sweet who, having gone solo in ten days, gained his Bronze C in less than three months.

As we can only glide from the RAF field at Manston on weekdays we have at last found a weekend site on a farm near Deal. We are now waiting for planning permission and if this is granted may move permanently to this site.

Our evening sessions of lectures, films and gliding talks are well-attended and will continue to Easter.

E.S.

LAKES (Walney Airfield)

Our annual dinner and presentation at the beginning of December was well attended. A good flying year with a significant increase in flying time per launch was achieved, mainly due to the introduction of a club ladder that encouraged soaring at all levels.

The prizes were awarded as follows: the Alsford trophy for the best gain of height (which was the first Diamond from the club) and the Club Ladder Open Class trophy, Ray Jackson; Club ladder Club Class, Neil Braithwaite; Leighton Hall trophy for the most outstanding flight, Peter Redshaw; Lonsdale trophy for best cross-country, John Taylor; Dodd trophy for the most flying progress, Liz Garforth and Kevin Reid and as a special tribute to three of our most outstanding members, the Duddon trophy was awarded jointly to Eric Kendal, Dick Redhead and Peter Thomas for their outstanding services.

P.R.

LONDON (Dunstable)

We celebrated the end of the season with an uproarious medieval banquet organised by Rex Morey who has been paying for the damage ever since by cleaning tugs.

Dave Cornelius celebrated his share in a Blanik by climbing from the hill to 9000ft in a west wind wave.

We are selling the last of our K-18s and replacing them with K-23s. We believe we are the first gliding club in the UK to obtain CAA approval to carry out Cs of A on our tugs, which will greatly improve the efficiency of our tugging operation by reducing the down time on the Super Cubs to a minimum.

Congratulations to Mike Young, David Royall, Roy Semark and Clive Bird on going solo — Clive has already gained two legs of his Bronze C.

D.S.

MARCHINGTON (Marchington Airfield)

We are launching a voucher scheme so that members may buy their summer flying in advance at discount rates. They will be sold in £25 units, a £100 worth or over resulting in a discount of 10%.

We are running courses from May to September and will be flying throughout the week.

M.S.

MIDLAND (Long Mynd)

We have had quite a bit of wave during October and some visitors have made use of it for cross-country flying. Congratulations to Ken Rogers on his Silver height.

After feeding us and our many hundreds of visitors for six years, Tony and Jill Spicer have left for new employment. We thank them for their hard work and wish them good luck. We are pleased that Tony remains a club member.

We had some committee changes at our AGM in November, when Bob Neill became vice-chairman and Geoff Rayner and John Stuart joined the committee. After the AGM, a lively discussion developed, concerning the cost of flying and other knotty problems.

D.M.K.

NORTHUMBRIA (Currock Hill)

At the annual prizegiving John Greenwell, CFI, was presented with the Cawthorne cup (best distance flight from Currock Hill, 162km), our wave trophy (gain of 15000ft) and he headed our League 1, with Graham McAndrew second. David Moss won our pre-Silver League 2 with Roy Mitchison second. Roy also took the Northumbria cup for best achievement in a club glider, going solo to Bronze in a few months. Dave Osborne and Harry Ramsey won the two-seater League and best distance in a club glider. "Mug" awards went to Graham Addison, Rob Thompson and Lyn Greenwood for consistently turning up for our perpetual summer passenger flying evenings.

Bob Nicholls used a recent good wave day to complete his Silver C with a flight from Borders GC to our site. On the same day Roy Mitchison gained his Silver height.

L.F.

OUSE (Rufforth Airfield)

The winter wave season was opened in early November by David Hey and Graeme Bennie who took the K-13 to 11 500ft, leaving lift of 5kt because of lack of oxygen and daylight. Neil and Brian Taylor and Adrian Buckley have gone solo.

At the annual dinner our chairman, Dick Boddy, thanked members for their hard work. Due to their enthusiasm there has been much development and a substantial increase in membership. The Portakabins should be turned into a good clubhouse by Christmas and we will be operating seven days a week from April with David Bullock and Alan Meredith running courses and air experience flying for schools.

John Mawson, our new CFI, presented trophies to Karen Davies, Richard Thomson, Roger Mortimer, Peter Ramsden and Geoff Mitchell.

R.T.

OXFORD (Weston on the Green)

Our maintenance team led by Graham Barrett are preparing our fleet for Cs of A and Nick Porat and Colin Shepherd are overhauling the ground equipment. We have a new tractor plus a large caravan to replace the old ambulance as a launch point support vehicle.

We were honoured to have Lawrie Wingfield, aged 86, who was responsible for the post war re-establishment of our club, at the AGM on November 26. He was elected vice-president along with Joy Taylor, Kitty Laurie and Arthur Speachley with Douglas Hurd, MP, as president. Our new chairman is John Giddins, vice-chairman Peter Darnborough, secretary Gordon Craig, treasurer Martin Nicholls with John Gordon, Nick Porat and Chris Putt elected to the committee. We made the decision to continue our search for a new site.

John Giddins presented the following trophies: Simpson cup, Phil Hawkins for a cloud flight to 11 400ft from the site; Dennis Farmer memorial trophy, Ian Mailer for the first duration of the year from the site; Malcolm Laurie memorial trophy, John Gordon for 96km during the Inter-Club League from a 1600hrs launch in the K-8 while the Ladder trophy was received by John Giddins.

P.W.

PETERBOROUGH & SPALDING (Crowland Airfield)

After a relatively inactive season, particularly on the cross-country side, the club has exploded into a frenzy of action — the hangar has a new roof, a new fuel store has been built, the clubhouse has been completely redecorated and hopefully will soon be carpeted.

On the negative side, we have missed the use of our Beagle Husky after it "ate" one of our member's cars! On the positive side however, we have bought a second Bocian for promoting cross-country instruction next season, and best of all — our membership is increasing.

We shall be the hosts for the first Inter-Club League weekend over the Easter holidays, when we are running our own four-day comp. Any other pilots wishing to visit or fly with us will be most welcome.

M.C.

SHALBOURNE SOARING GROUP (Nr Hungerford)

Thirteen members with four gliders went on our first expedition which was to Portmoak. Richard Swallow and Tony Palmer completed their Silver Cs with durations, Tony also gaining Gold height, and most members had wave flights.

Our thanks to SGU members who assisted when, travelling home, one of our K-6Es came to grief on the M8.

The summer brought a crop of achievements. Congratulations to Miranda Gladstone, Julia Stamp and Carol Pike on their five hours, to Dave Gidney on Silver distance and to Carol Pike and Terry Baker on Silver height. Dave and Julia now have Silver Cs and Miranda and Carol Bronze Cs, with Bronze legs flown by Colin Aldridge and Steve Jobar.

Congratulations on going solo to Phil Inness, Nigel Kent, Geraldine Beale, Jonathan Mills and Angi Coupland and to Jonathan Mills and Dave Maleham on conversions.

J.S.

SOUTHDOWN (Parham Airfield)

A visit from local MP, Terence Higgins, may have far-reaching benefits for the gliding movement. Bill Scull, BGA director of operations, and others explained the airspace restrictions we endure and asked why some little used areas can't be de-restricted. As chairman of the Back Bench Transport Committee, Mr Higgins gave advice and assurance that he would deal with our submissions from the BGA. Hope yet of extra

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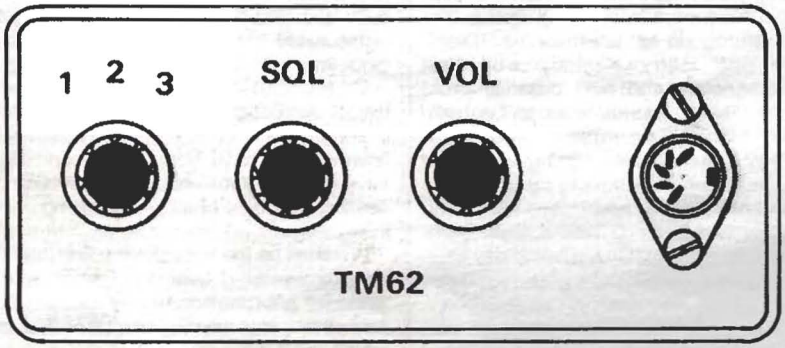
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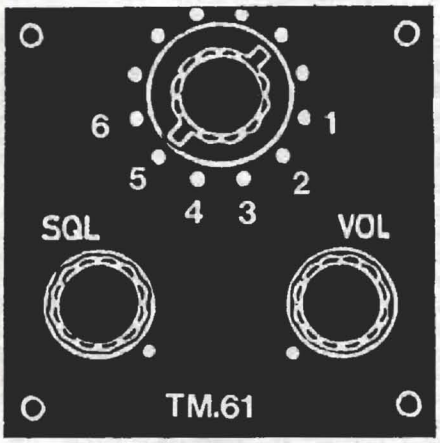
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airspace. A soaring flight in a K-13 rounded off his visit.

Congratulations to Paul White on going solo and to Pete Atkin on Gold distance. John Wand, Roger Coombes and Naomi Collier have been cleared on the Super Cub giving us a total of 19 tug pilots. No truth though in the rumour that we are going to be an aerotow only club.

R.W.

SOUTH WALES (Usk)

The settled autumn weather enabled us to continue operations later than usual. Sally Jones was the last to go solo in 1983.

The dry spell ended with good wave on November 27 with Messrs Bailey, Jobbins and Hooper collecting Gold heights.

Club finances appear to be healthy enough for us to plan the addition of a third solo machine at the top end of the club fleet.

P.F.

STRATFORD ON AVON (Long Marston Airfield)

Our CFI, Gerald Kelly, has stepped down after 2½yrs. We thank him for his efforts and diligence in all flying matters. John Blakemore, latterly Gerald's deputy, has taken over as CFI with Allan Wright as deputy.

Congratulations on going solo to Derek Hoskins and Simon Gladstone. Derek, we understand, is claiming a new club record for the speed he sprouted wings.

Several members visited the French National Gliding Centre at St Auban during September, bringing back enviable stories supported by irrefutable photographic records of mountain flying.

S.M.

STRATHCLYDE (Strathaven)

Four members have gone solo — Keith Bell on his 16th birthday, twins Kenneth and Gordon Jamieson on the same day and John McCusker. Keith managed to get enough members out to get him airborne on Tuesday, November 22, which is normally a non-flying day.

There have been changes in the club fleet and we now fly a K-2, K-7, Skylark 3F and the everlasting Falke.

Negotiations for the new hangar are almost complete but we are still waiting for planning permission.

A.G.F.

SURREY & HANTS (Lasham Airfield)

The Portmoak expedition produced a fair number of flying days but good wave proved elusive. Alan Purnell had one of his usual 10hr tours of southern Scotland, but only Dave Pratt gained Diamond height, Brenda Horsefield failing because of an argument with her oxygen system.

We have an Astir and Mosquito in residence at Talgarth for part of the winter and some exciting ridge flights have been made, particularly by John Bastin.

It was rumoured that the fog lifted for an hour during an expedition to Sutton Bank when the locals flew, but our members saw none of it.

Hugh Harwood exploited our local ridge at the end of October, taking an Astir to the South Downs.

We are sorry to lose Roy Pentecost, club captain, to the responsibilities of matrimony but wish him and Alix every success for the future.

The trailers are being overhauled and the fleet is looking in good fettle for the coming season.

C.G.S.

SWINDON (South Marston)

Our Guy Fawkes party was very enjoyable. Several pilots have taken advantage of competitively priced aerotows to escape from circuit bashing on non-soaring days, some going as high as 6000ft.

Looking back, 1983 is remembered as a year of soarable weekdays and second rate weekends. Looking forward: barring three feet of snow, a total eclipse of the sun or World War III, Gordon MacDonald (Grodnod to his friends) will go solo on his 16th birthday, February 11. Instructors will heave a sigh of relief as Gordon has developed a penchant for aerobatics, whenever the man in the back will permit.

P.M.

ULSTER (Bellarena)

Dinner plates were stacked right across the North Channel on November 6 and an overwater O/R to Loch Lomond or beyond seemed feasible. Unfortunately, immediately after Alan McKillen was launched for a Portsalon — Randalstown triangle at about 13 000ft the tug went sick, Jim Weston was waved off below contact height at 1000ft and all anyone could do was sit and fume.

In the belief that more cross-Channel tasks would be attempted if there were no worries about the costs of a ferry or air retrieve a group of our keener cross-country members are setting up a mutual retrieving fund. Each pilot will pay a set premium into a savings account and the first one to land out in GB will clean the pot. Then the fund is reformed with a second round of premiums and so on.

Lawrence McKelvie has obtained for us the use of a big heated workshop which can accommodate two or three projects simultaneously. First into it is the club Capstan, now being refurbished, with the mammoth-syndicate T-21c and some other private machines to follow.

Our financial results for 1983 will be improved by the decision of the Sports Council for NI to pay us some retrospective grant aid for the two *ab-initio* weekday courses we ran last summer. Organised by Maire McKillen, the club dinner in December was to provide members with the opportunity to brace themselves for the balance sheet and to toast our latest soloist, Jackie O'Donnell, who first flew the Capstan with only one up on November 20.

R.R.R.

UPWARD BOUND TRUST
Obituary — Vic Wade

It is with deep regret that we announce the death of Vic Wade our most cherished of instructors. His ability to reassure nervous pupils combined with his dry wit will be sadly missed.

Vic started gliding with the Glider Pilot Regiment, flying a Horsa into Arnhem in 1944, returning on one of the last boats



across the Rhine before the town was recaptured.

His second gliding career began in the early years of the Upward Bound Trust when, along with some of his former colleagues, he became an instructor teaching youngsters to glide. He quickly became the Trust's leading light, not only as an instructor but as a trustee and our main fund-raiser.

Vic was also chairman of the Glider Pilot Regimental Association, travelling across the country to their meetings and re-uniting men who hadn't seen each other since the war. How he found time to run a business as well, nobody knows.

The Trust and the Association have lost a dear friend.

Peter Chamberlain

WEST WALES (Templeton)

The prevailing westerlies and attendant downpours terminated a mediocre season.

The annual dinner-dance in October lifted dampened spirits. The awards were as follows: President's trophy, John Viggers (K-6E) for his 98km Silver distance to Brecon; the Cross-country cup, Bernie Johns (K-6E) for Gold height and duration at Aboyne and Gil's goblet (filled with firewater), Peter Hackett as the youngest to go solo.

Alwyn Jenkins is our new chairman with Ken Douglas as technical officer.

Congratulations to Peter Harries on going solo after only nine months.

S.J.P.

WOLDS (Pocklington Airfield)

The memorable event to round off the season was Tim Milner's solo flight on his 16th birthday. Our congratulations to him, not just for the achievement but his brave endurance of the massed ranks of the media.

Once again our annual dinner-dance and prizegiving was enjoyed by all.

T.H.

YORKSHIRE (Sutton Bank)

Congratulations to David Hatton, Colin Almack and John McCormack on their Silver heights, to Chris Teagle on his duration and Linsey McLane on his Diamond height.

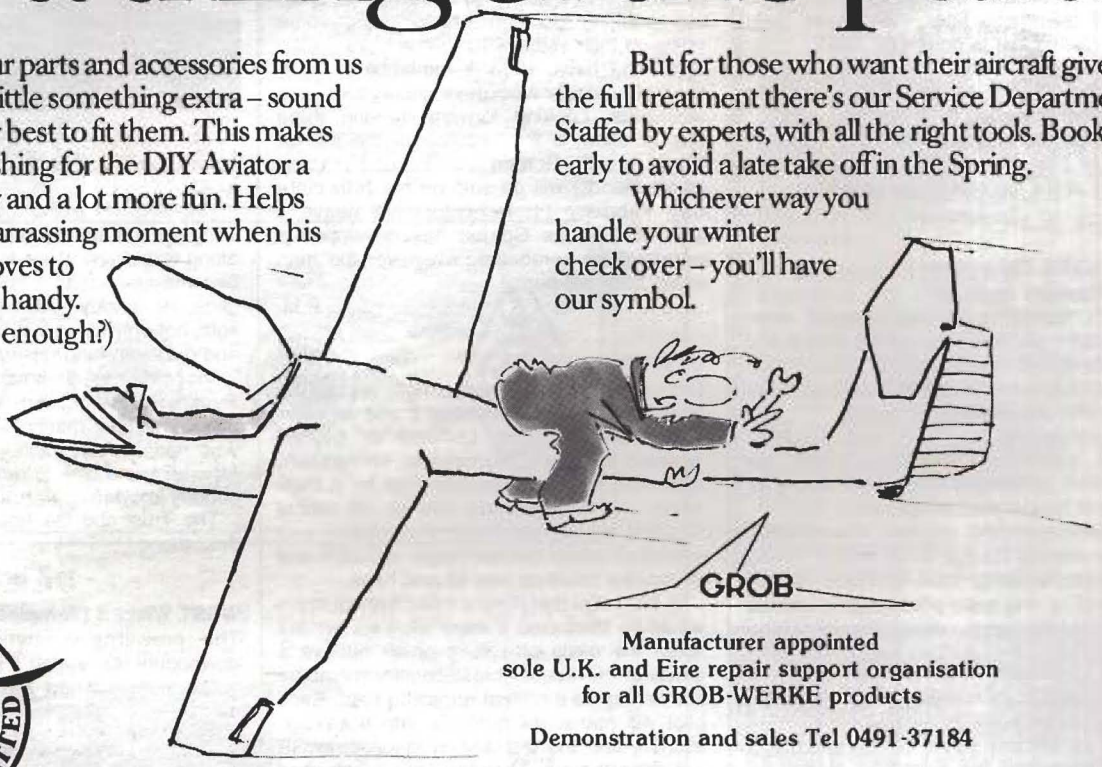
Our Pilatus has been re-sprayed before going on sale to make way for the new K-23 next year. The clubhouse extension has been completed and Carol's office enlarged and re-fitted. Dave Chaplin and Tony Kane have been largely responsible for the joinery with

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assistance from Dave Webb on the electrical front.

Our 50 year celebrations are from August 25-September 2 when we look forward to seeing all our vintage and modern friends. The Vintage Glider Club are holding their rally here at that time and there will be full catering, camping and caravaning facilities for our visitors and a programme of fun competitions.



The motif Yorkshire will use during the year.

John Ellis's dream has come true — he now owns a Nimbus!

H.H.

SERVICE NEWS

BANNERDOWN (RAF Hullavington)

We have broken the club record with more than 11 000 launches this year.

Congratulations to Jane Tilley and Andy Winton on going solo and Dave Wood on re-soloing after a four-year break, also to Pete Laws on his Bronze C and to John Joiner on his Gold height.

Preparations are now well under way for the club expedition to Aosta this spring.

V.R.D.

BICESTER (RAFGSA Centre)

The Aboyne expedition in October enjoyed wave on eight of the ten days, providing many hours of exciting flying. Deano managed 40hrs in two weeks and Pam Newall gained her Diamond height. The Janus was within 2000ft of the UK two-seater record on one occasion but was defeated by severe icing. It was an interesting first wave flight for Shaz Piercey.

We are grateful to Dishforth for their hospitality. So far this season, Bob Brownlow has achieved his Gold height and the Nimbus 3 will be visiting Dishforth soon.

Our CFI, Terry Joint, is off to South Africa for the winter, to take part in the South African Nationals and to help out on some instructor courses.

J.H.

CLEVELANDS (RAF Dishforth)

Ken Hartley was able to cancel a fortnight in Scotland when he gained his Diamond height *en route*. Gold height came to Dave Campbell the weekend before.

At our AGM we welcomed AM Sir Leslie Mavor as our new president and Gp Capt Pat Kemp as chairman. Al Fox was presented with the CFI's pot for his ceaseless efforts and Ben Benoist won the Cross-country trophy for his excellent 500km record flight.

P.W.

CRANWELL (RAFGSA)

It has been a wonderful year for cross-countries and badges. Achievements have included five solos, seven Bronze Cs, ten Silver legs, eight Gold legs and six Diamonds. Congratulations to them all.

The AGM and the party afterwards were a great success, thanks mainly to the hard work of Norman Quirke and Jayne Lee.

A special thank you to Al Thomson, visiting from Germany, for his dedication in getting the motor glider serviceable. Also from Germany we welcome an assistant Cat instructor, Simon Hutchinson.

Our fleet consists of a LS-4, Astir, Twin Astir, Blanik, Motor Falke and Chipmunk, with several unusual privately owned gliders. Everyone is welcome, so why not drop in and see us.

K.McQ.

FENLAND (RAF Marham)

Julie Hunt, Pat Heady and Sam Evans have their Bronze Cs and Eli Boskovitch has gone solo.

We have had an extremely successful AGM with prizes awarded to Sam Evans (keenness and progress); Alistair Raffan (hard work); Terry Mitchell (CFI's trophy) and John Whitworth (the John Truebridge trophy). This was followed by a well attended party. We also had a very successful medieval night in the local abbey.

S.L.

FULMAR (RAF Kinloss)

We have acquired a tug and are looking forward to some spectacular wave flights.

Tony Killingray, Dick Gordon and Al Greensmith are now assistant Cats. Gordon McInstry, Willie McGregor, Jimmy Rodger and Mark Critchlow have gone solo; Andy Thompson has his Bronze C and congratulations also to Al Clarke and "Griff" for doing so well in Competition Enterprise. Griff has departed to Cosford and Keith Tegg, one of the GSA characters, has gone to Coltishall.

W.G.

HUMBER (RAF Scampton)

By the time this is printed we will have had our AGM and a Christmas dinner for 40 members. One of our ex members, Dave MacPherson, our flying vicar, has donated a pot to be awarded to the person completing the first Bronze C of the year.

Karen Cross has gone solo, Mike Kent has converted to the Astir and Barry Munday to the K-8. Our list of pupils grows ever longer and our instructors are having their work cut out to keep up with them, but we're not complaining and their enthusiasm is refreshing. With luck we should soon have two new instructors — Trina Jennings and Clive Brealey are going on an instructors' course.

At last our bus winch has arrived, by courtesy of the Army, and it should be a good asset once we have it working properly.

K.M.G.

KESTREL (RAF Odiham)

Our new K-21 has arrived and had its maiden flight on November 20 in the hands of the CFI, Alan Somerville. Those who have flown it have been greatly impressed with its performance and we look forward to realising its full potential when the soaring season comes.

Yet another "second generation" pilot has joined the solo list, this time Susan Somerville daughter of our CFI. Another solo on the same day was John Evason, congratulations to both.

Dave McCarthy has recently been to Aboyne with the Mini-Nimbus and gained his Diamond height twice — some people are never satisfied!

P.W.A.



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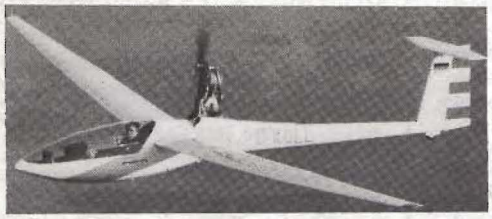
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Overseas News

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OBITUARY

LAJOS ROTTER



Lajos photographed in 1940 in a Rhönadler.

Sadly Lajos, the father of Hungarian gliding, died on October 19. He was one of those rare combinations — an expert aeroplane and sailplane designer, a very good pilot and a discoverer of gliding sites.

As aeronautical engineers were not encouraged in Hungary during the 1930s, he had to work on his four aeroplanes and three gliders in his spare time. The aeroplanes were designed and built in partnership with an engineer called Feigl, thus they were called Feiros after their creators. Lajos's first glider, the Karakan, began claiming records in August 1933. Then, with Janka Zoltan, he built the Vandor.

In 1936 Lajos gained international fame when he flew his new Nemere glider more than 336km from Berlin to Kiel during the Olympic sailplane trials held in conjunction with the Berlin Olympiad. Using the dolphin technique, the 4hr 34min flight was over damp, low country with a crosswind and gave Lajos a world goal record, the only international record a Hungarian has ever held.

He returned home a hero, gained many national records and worked on other projects including designing new cockpits for the two Rhönadlers built in Hungary. In 1937 he was awarded the ISTUS Gold medal, the highest award at that time, for services to gliding.

In 1933, with Frigyes Hefty, he discovered the beautiful gliding site of Harmashatarhegy near Budapest. As far as I know, no other country had a major gliding site from which local flights could be made over the centre of a capital city.

Our deep sympathies go to Mrs Rotter, their son Louis and family and friends.

C. WILLS

Thermal-Turn-Indicator (TTI). The Swiss firm "Flugim Anstalt" have taken on the European Agency for the TTI which was described on pp 108-109 in the June-July 1983 issue of S&G. The instrument invented and developed over the last eight years by Colin Norman in Australia is now ready to be marketed. It shows the pilot in which direction to turn and thus saves time on cross-countries. A time-saving improvement of 3-5% is being claimed which is borne out by extensive flight tests (over 1000km achieved) often with world-class pilots in the cockpit. For further details and address see advert on p30.

Foreign pilots are invited to compete in the US Open Class Nationals at Minden, Nevada from June 19-28 with practice dates on June 17-18. For full details contact Gary F. Kemp, PO Box 405, Willows, California 95988.

The European Club Class Championships is at Lesce Airfield, near Bled in Yugoslavia from May 2-13. Each country may enter six competitors and possibly eight if the maximum of 50 competitors isn't exceeded. Further details from the BGA office — eventual entries will be co-ordinated through the Competitions Committee.

The Canard-SC, a Swiss development, is described as Europe's most modern and capable glider. Due to its extremely light weight and its very large wing area it can stay airborne a very long time, even with very little uplift. The Canard was developed at the Institute for Light Constructions at the ETH (Federal Technical High School) at Zürich. To date it has done 40 flights with 20hrs flying time and is flown by test pilot Ernst Ruppert from Waid (Zürich). — *Der Blick* (contributed by Ken Crack).

Albert Neukom. The famous Swiss pilot, designer and manufacturer Albert Neukom was killed when his prototype AN-20L ultralight broke up in mid-air on September 10. Neukom, who was 58, was best known for the Elfe series of gliders. For a time, the Elfe 3 was the best glider in the world, out performing the early GRP Phoebus and Std Libelles. Andrew Smith (USA) won the 1968 World Championship in Poland in an Elfe 3. Shortly before his death he was planning a 15m glider with variable geometry.

European Glider Aerobatics Championships. Paderborn, site of the 1981 World Championships, is likely to be the venue for the first European Glider Aerobatic Championships. The German Aero Club hopes to organise the event in July or August.

Carpathian Wave. A five-strong German team visited Romania in October to sample the wave in the Carpathian mountains. Heights of over 10 000m have been achieved in the area, and wave occurs in many different wind directions.

Badges for motor gliding? The German Aero Club is considering proposals for the introduction of Silver and Gold badges for motor glider pilots.

The young and the old. The French Gliding Movement caters for both ends of the age spectrum. A competition for young pilots (under 25) was held at Auch from August 18-28. Meanwhile, on August 17-26 the veterans were battling it out at Brienne-le-Chateau. To qualify as an "old fogey" in the French gliding movement you have to be over 50 or have been gliding for 25yrs.

The prototype Fournier RF 10 has now completed its trials and series production was due to start before Christmas. About 50 RF 10s had been ordered of which the first was due to be delivered at the beginning of 1984.

Cat's cradle with speed points. At a regional contest in Newcastle, Virginia (USA) in September John Seymour (ASW-20B) covered 756km at an average speed of 193km/h. He was flying with full waterballast at a wing loading of 50kg/m². The flight made extensive use of ridge lift. It was apparently the first time that a "speed cat's cradle" task had been set.

Championships for two-seaters. The German Aero Club has decided to hold a National Two-Seater Championship this year concurrently with the Open Class Championships.

ASW-22-2. Schleicher is developing a two-seater using the wings and tailplane of the ASW-22 and the fuselage of Akaflieg Stuttgart's fs-31. The aircraft is being designed to meet Erwin Müller's requirement for a glider in which to attempt world records, but there are hopes that the glider could find a wider market.

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