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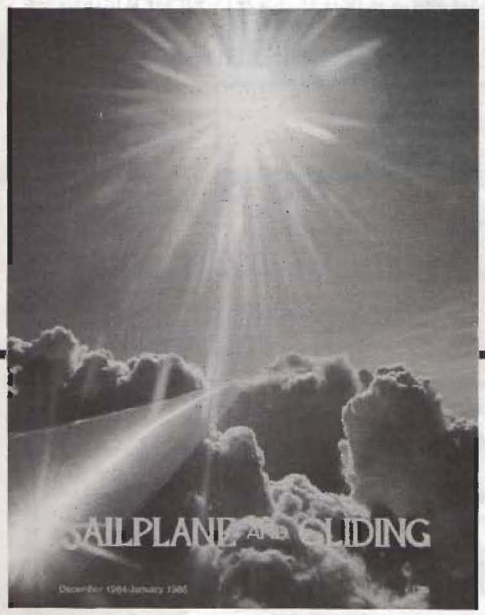
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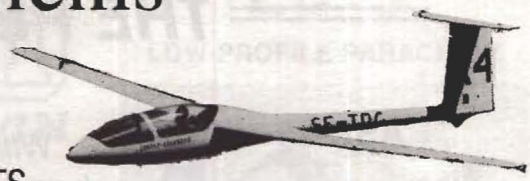
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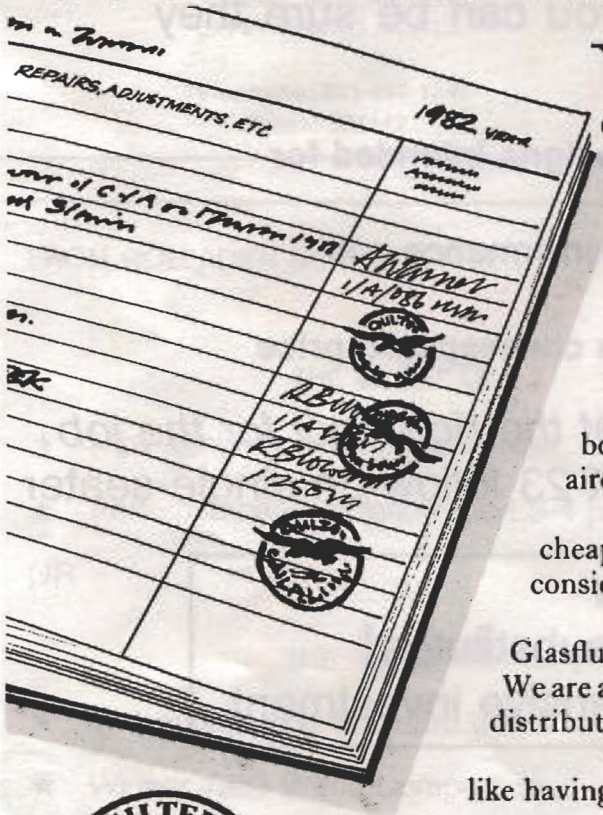
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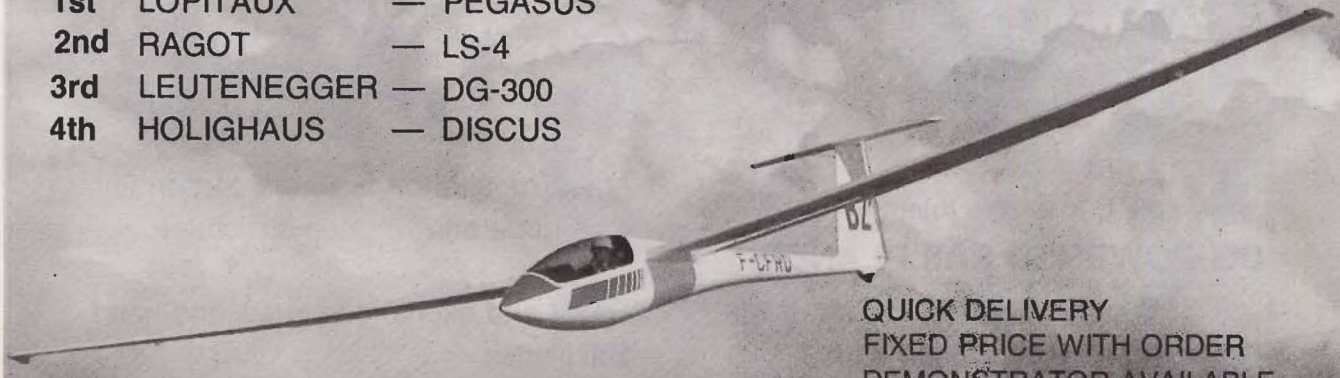
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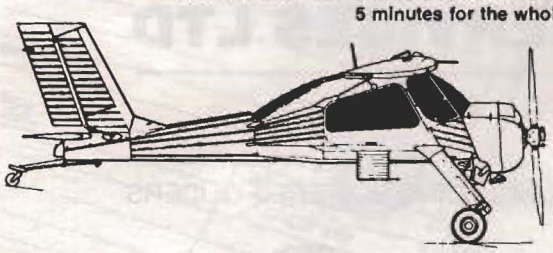
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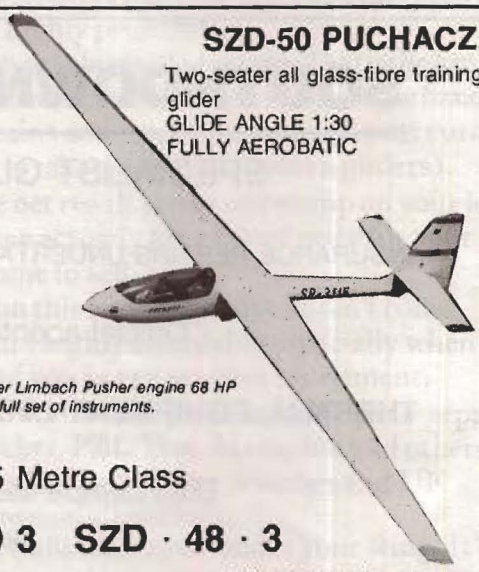
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WIN OR WINGE

A jaundiced look at current Nationals Competitions by a disillusioned (ex) Nationals Director – JOHN JEFFRIES

What the Hell is it all about? Nationals viewed dispassionately from up front are beginning to look almost pathetically pointless.

Forty to fifty combatants converge on the chosen venue. Old acquaintances (there are few spring chickens in this game) are renewed then down to the deadly serious game of "Humiliate Your Neighbour". Happy faces are confined to a handful of Walter Mitty World Champions who will finish up in the last ten places as usual. The really odd ball will tell you he is actually looking forward to it.

Briefing. The combatants with the tense set faces of infantrymen waiting the order to go over the top, hear nothing of the speech of welcome with the platitudinous claptrap about gliding bringing out the best in character and the sporting instincts of man. This Comp will nail that lie to the mast. With indecent haste, the combatants are off by the rear exit, lips tightly sealed.

To relieve pre-start tedium a few heated games of musical gliders take place on the grid until the snifter, out of sight in a stubble fire, announces contact with a 10 knotter when upwards of one million quids worth of glass is scrambled by upwards of one hundred thousand quids worth of ironmongery. Then follows an interegnum when peace reigns and the sole objective is collision avoidance (not always an outstanding success) before, on a command through the ether, all hell is let loose as a verbal war breaks out between competitors and organisers. Twenty minutes or so of this then peace again.

But up there, the combatants pursue their task with great dedication, the task apparently being to achieve the lowest possible utilisation from their expensive glassware investment. Not that this is too demanding these days since there is always someone who knows what he is doing and is prepared to make a few decisions; those with any sense just join up with one of the better lead-and-following soaring courses, which are a strong feature of modern competitions. The exciting bit comes at the end with a beat up at near or above flutter speeds two inches off the ground, with the odd crash, wheel-up landing or groundloop to keep the onlookers from being bored out of their minds.

Of course nobody knows who's won which is why the first stop after landing (or crashing) is the scorer's den. By a miracle of modern technology it seems the scorer knows who has won before anyone gets back. If it has been a really good day, there won't be more than three seconds between the first and thirtieth finisher, which is not too surprising (except to the combatants) since they have all been ripping round the countryside clustered like a swarm of bees. The winner, chest out like a pouter pigeon and trying desperately hard not to look smug, is to be seen later in the bar, which he never normally frequents, downing half pints of orange squash like there is no tomorrow. The "slow" finishers are nowhere to be seen, of course, but truth is they are off placing their order with the agent of the winning machine.

And so it drones on, a repeated ritual day after day. A few changes of face collecting their goodies at briefings but mostly the same old bunch apparently mystified as to how they do it.

"He is jolly pleased with himself, says his dutiful bit, collects his booty . . ."

The zenith of the whole dreary performance is the largest number on the score sheet, the owner of which is declared the winner. He (or she, we must not forget the obligatory cat's mother) is jolly pleased with himself, says his dutiful bit, collects his booty then disappears into a quiet corner to give thanks to his Maker for the farmer who lit his stubble when all seemed lost, the 10 knotter hit just as he entered his final turn into a field, the 11 competitors in front of him who took the wrong TP and the fortuitous peak starting time forced on him after two relights.

We must not forget the also-rans, none of whom are smiling, wingeing under, or vociferously over, their breath about the organisation. Naturally they would all have won had it not been for the shortcomings of the organisation. Then there are their gliders which are obviously down on performance, but nothing that a few grand won't put right. Next year they will return and show the organisers and the world (in that order) that this year was totally untypical of their potential performance.

★ ★ ★

Cynical? Perhaps just a little, I love them really, Wobblies, poor man's Nastasy's and all. But I cannot help feeling that top competitive flying needs more than a few cosmetic changes if it is not to degenerate into a silly activity where true pilot judgment will be reduced to the ability to avoid hitting other gliders in gaggles.

It is always easy to criticise. Less easy to be constructive. But for what it is worth here is the bare bones of an alternative form of competition.

Alternative Competition

1. All the basics of checking in etc remain as now.
2. On checking in (or before) each competitor is given a map with numbered TPs which will be the only ones permitted in the contest.
3. In addition each competitor will be given a printed book which gives detail OS maps of each TP and a book of computer printouts with calculated distances of every possible triangle and O/R and gives leg distances, tracks and headings for all these combinations. (It should be noted that several clubs already have such printouts so the programmes are available. With a little bit of co-operation, a full set of suitable TPs could be compiled, which would include every gliding club, so that computer printouts on any set of TPs from any starting point could be easily obtained. It might be thought that the cost of preparing the books would be unrealistic but I believe both would not cost more than around £25 at present day prices — not a large sum compared with other Comp organisational expenses.)
4. Briefings would be carried out as at present except that no task would be set. This would be the pilot's job as in point No. 5.
5. The competitor would, on the information presented, go off and work out his own task based on certain fixed rules for tasks (which would probably be the same as at present).
6. Having chosen a task, the competitor would put a signed pro forma card into a "clocking in clock" to record time and date and post it in a sealed box. The card would simply have on it the pilot's selected TP Nos as per the TP

book and the pilot's signature. The competitor could change his task as often as he liked provided he carried out the above procedure and provided he landed back on site before making a change, (or never left it of course).

7. The startline would be declared open from a stated time. The organisers would have to ensure that any or all competitors could be launched before that time.

8. The startline would have a photographic ground check. There would be no set Max or Min starting height (airspace considerations excepted). Alternatively the current system could be used.

9. The finish line could be as now or a photographable ground clock. The gate, start and finish lines would remain constant throughout the contest even if this involved 180° turns at the start or finish of a task.

10. TP evidence would be photographic as at present.

11. The basis of scoring would be: —

(a) A given number of marks/km/h for speed.

(b) A graduated number of marks/km flown. Machine handicap factors could, of course, be applied in non Nationals Comps.

The day, and ultimately the overall, winner would be the competitor with the highest score.

I have deliberately not tried to describe the rules in detail as I freely admit there are some knotty problems which need hammering out. But I do not think there is anything which is insurmountable and no doubt hours of enjoyable debate and argument would be afforded the BGA Competition Committee to thrash out the fine print.

★ ★ ★

I believe competitions on the broad lines indicated would add some new and exciting dimensions to competitive flying. I summarise but a few: —

Interpretation of Met information as well as a gut feeling for the weather would have to be an important pilot skill.

The organisation would be absolved from poor task setting or the accusation of it.

A task to suit all tastes

The personal tastes of competitors would be satisfied (if they chose correctly). They could either belt round small tasks at high speed or grind on from dawn to dusk over vast distances.

The opportunity to make up for a bad day by taking a chance on a big task is always present (assuming there were any more flyable days).

Every day would potentially be a contest day. It would be up to the competitors not the organisers to decide if it was possible to fly a task.

Collision hazard should be materially reduced at all stages of a competition day especially when cloud flying was possible due to the more random nature of the tasks.

Interest of people on the ground, especially crews, would be much enhanced as there would be little point in using coded messages.

Pilots, except by mutual consent, would be unlikely to benefit from the decision making of other competitors so gaggle flying and wingman techniques would thankfully reduce. In short, individuals would have to think for themselves.

The number of helpers required to run a Comp and the cost should go down considerably though there would be some increase in personnel on scoring and photographic assessing.

★ ★ ★

Overall, I think a competition run on the foregoing broad principles would bring some new dimensions into competitive flying and eliminate some of the lunacies creeping into the current system. It would certainly sort out the men from the boys (or the women from the girls) and show who had the best overall grasp of what soaring in its entirety was really about.

RSVP. Polite letters only please.

A WINTER'S TALE

JOHN BRIDGE broods about this time of year after an exceptional season when he flew All Three Diamonds in his Jantar 19.

It is December.
The very depths of winter.
In Great Britain.

Think about it. This is not the sort of combination particularly suited to the requirements of your average glider pilot. It appears, however, that even in this day and age there is still a widespread belief amongst the gliding community that not only flying but also soaring are indeed possible during the winter months. S&G, it must be said, has played a significant part in this misconception, with articles about flights alleged to have taken place at a time of year when night-time starts approximately one hour after daybreak.

Come off it S&G — you can't fool all the people all the time. I insist on being given the opportunity to redress the balance by presenting my own experience of "winter flying". The public has a right to know the truth.

I happen to be a member of the finest gliding club in the country, situated in a



valley in Wales, near the mountains. It gets wet there sometimes — usually between October and March. A typical weekend in the winter generally proceeds as follows:

Since I have to travel some distance to get to the site, I first have to determine whether it's worthwhile making the trip. This requires a 'phone call to the site during the preceding afternoon to find out (a) if the field is waterlogged, and (b) what the prospects are for the weekend.

At this point, what I would really like to hear is:

"No problem, in fact I've never seen

the field in better condition, and there will be Diamond wave all weekend. See you tomorrow."

What, in fact, I actually hear is:

"Well, the bits of the field that aren't under water are a bit damp — sorry? You'll have to speak up a bit on account of the rain hammering on the roof — but with this gale the surface water might blow off by Sunday evening."

Er, thanks.

Now I *know* that if I go to the site, I won't fly. Probably. I also know that if I *don't* go, my syndicate partner will have the flight of his life. Almost certainly. A fine example of Orwellian double-think now swings into action, the argument running like this:

"I have been told that the field is unusable today. How does he know that it will be unusable tomorrow? I really want to fly, *therefore the field will be usable.* If the field is usable, I might as well go down there this weekend."

Simple, isn't it? Now all I need to do is forget any logical inconsistencies that may have been thrown up by this mental discussion, climb into the car and head for the hills.

The highlight of any evening's TV viewing is, of course, the weather forecast, and I wait eagerly for the humorous item which signals the end of the nine o'clock news.

ITV forecast will be more favourable . . .

The synoptic chart in winter looks as if an army of monkeys had been tanked up with several six-packs of Heineken before being let loose with a Jumbo pack of coloured crayons. Michael Fish manages to mention the words "rain", "sleet", or "snow" no less than fifteen times in 45 seconds while I desperately attempt to calculate which front will be overhead next morning. I manage to persuade myself that the ITV forecast will in all probability be more favourable, and consequently more accurate. I also convince myself that "rain on west-facing hills" is another way of saying "sunshine to the lee of the hills". I knew it, it's going to wave.

And so to bed.

I wake up the following morning. It is still dark. I hear a hissing noise in my ears. "Great," I think, "there's a bit of wind outside; I sure hope it's a north-westerly". As I reach a state of semi-consciousness, the hissing sound resolves itself into a sort of drumming. Against the window.

Oh no, not again. A car speeds past, throwing up the sound of water-spray. I stagger to the curtain, take a deep breath and lift up the corner. I peer outside. Stair-rods are plummeting from the heavens and I undergo the strange experience of pleading with the Almighty and turning atheist at the same time.

I open the curtains fully, and in the half-light I come to my senses and make the decision which should have been made years ago; "I'm going to give up gliding". I put on a couple of T-shirts. "I don't have to put up with all this hassle." I put on some thermal underwear. "You get superb conditions abroad." A track-suit. "In this country it just rains". Two pairs of woolly socks. "It's just not worth it — it *always rains* here." Jeans and jumper. "I'll sell the glider — doesn't look like I'll ever fly it again." Check the batteries are charged. "I can take up skiing or wind-surfing." Check I've got the right maps. "Maybe then I'll stop talking to myself."

As I get into the car, the heavy rain turns to drizzle.

I reach the site and drive up to the clubhouse. It is still drizzling. I am greeted by a wet and bedraggled permanent resident of the site.

"Hello, sheep. Pretty quiet this morning, isn't it?" I say, by way of conversation. (It is well known that speaking to animals is not as such a sign of lunacy — when they start to answer back is the time to seek professional advice.) "Baa-aa," it agrees, and returns to its shelter. There is no one else here.

The drizzle stops. I look into the sky and convince myself I can see straight lines running across the wind between the black bits of cloud and the dark grey bits. My resolve to give up gliding is weakened to the extent that I drag the fuselage out of the trailer. It sinks into the mud. "Just local surface softness — no problem for tugging," I tell myself.

★ ★ ★

Next problem — I need someone to help me rig. (Perhaps the sheep . . .?) The dark grey clouds turn to light grey.

"Come on," I cry. "Where is everybody?! I am getting frustrated!!"

Eventually another car draws up to the clubhouse. It's occupant gets out. He views me suspiciously, looks at the field, then the sky, then me again. "What's it going to be today, kid?" he grins. "500km on oxygen or just the bog-standard 300km triangle at 10 000ft?"

I scream at him these immortal words: **"What's the matter with you? Can't you see the wave??!"**

He humours me and thirty minutes later the wings are on and I'm ready to go. All we need now is the tug pilot. "Where is the tug pilot?" "What do you mean he's not here? You can *not* be serious!" Isn't it just typical. If it's not waving now it's bound to soon. Yes I know we're under eight-eighths at the moment but it's got to be waving on top. I try to ignore the blurred horizon as another car draws up.

Yippee! It's the tug pilot. There's still time for a launch, and all I have to do is persuade him to tow me off.

He gets out of his car. He looks at the field and shakes his head. He looks at me — is that an expression of admiration for my eagerness on his face, or one of disbelief? I decide to open negotiations.

"How about a tow, mate? I'm sure the field is much firmer than it looks, and it's bound to start waving soon."

Give a great deal of thought to the risks

He considers the implications of my request. He gives a great deal of thought to the risks involved, taking account of the field's surface, wind direction and possibility of rain, against the soaring possibilities which may result. Several moments pass.

"Poke off," he suggests, as it starts to rain.

Of course, he's absolutely right. It was foolish of me to even visit the site, let alone hope for a launch. I vow that this will be the last time. We de-rig the glider in the rain, and I write a mental note to myself that if I hadn't already decided to give up gliding I would get an aircraft with lighter, shorter wings.

The bar is opened. It's dark outside — well it's already past 2pm. A surprisingly large number of club members materialise, and we drink to the good old days when gliders actually flew from this site. Remember the summer, T-shirts and sun-hats? Gliders going round and round in bits of warm air called thermals? And we plan the flights we would have made next season had we not given up the sport. The barrels of beer empty disgracefully quickly.

Back in my office in the Big City, I have to organise the sale of my glider. I have prepared the advert and I look through a copy of S&G (which just happens to be kept in the office) for the address. I complete the envelope. I flick through the rest of the magazine and my eye is caught by reminders of last season, individual flights and competitions, achievements ranging from first solos to Diamonds completed.

I don't know — I've read all these articles countless times already, Club News to World Championships, and still I can't explain why they should evoke so many memories from my own season. I look out of the office window and see a blue sky speckled with white, flat-bottomed cumulus. And once again, the envelope finds its way into the waste-paper bin.

END OF A LOVE AFFAIR



For many years RHODA PARTRIDGE has entertained S&G readers with her humorous accounts of her gliding exploits and when we came across her this autumn at the Long Mynd launch point and discovered her great passion for flying was spent, we persuaded her, much against her will, to write the final chapter. We felt sure her many admirers would be interested though, like us, saddened.

What were you like when you started gliding? I was a disaster area — obsessive. It started because a boring man on a long train journey wanted to talk about an air show, and I was too polite to stop him. This glider had released overhead. Aerobatted 'til it was so low you could see that the pilot was a woman. Flown over the car park. Flown circles 'til it reached cloudbase and then pushed off. Fairly run of the mill stuff, but not to me, I'd heard that there were people who wandered about the sky at the mercy of the winds in engineless aeroplanes. But what was this about going round and round and going up to the clouds and flying away? "It couldn't have," I said. "You must have got it wrong, it hadn't got an engine." "I went and asked the people with its trailer," he said. "They told me it was using the hot air off the parked cars." It went "zing!" in my head — fantastic! That little aeroplane without an engine (with a woman in it) had hooked on to that shimmering energy and made use of it. Beautiful!

This was in 1954, and the youngest of my five children was three, and any free time I had was spent in the loo, and even there I was interrupted. In 1961 I heard that a club had started up at Haverfordwest, thirty miles from home. "I'm going over to Withybush on Saturday to have a ride in a glider," I told my family. "You'll never dare go up," they said. "You know how nervous you are," which meant that I had to go up. I'd never seen a glider. The orange-painted T-21 was called Popsey. She hushed around the quiet February sky like a great moth. It was the start of a love affair. I realised it was a love affair when I woke up in the middle of the night and thought, "Curses! I'm awake — what shall I think about? Aaah! Gliding".

I spent most Saturdays at Withybush. Tried to get in two five-minute circuits. Never intended to go solo — much too scary. On May 29 a very impressive new instructor turned up. He sent me solo and I hadn't got the nerve to say I hadn't got the nerve to do it. So they wheeled out the Swallow and I got my first cable break at 150ft on my first solo. I had 4½hrs and 49 flights and I was 40 and there was no turning back.

Two Diamonds and two beautiful gliders

Gliding did me proud. I became a potter to pay for it and I'm still a potter. I found Presteigne (where I live now) through a wave gap. I've got 1500hrs and a couple of Diamonds. I was 20km short of 500 twice. I had Broomstick ("The most beautiful K-6E the Schleicher works ever turned out") and glass Broomstick (a very charming Std Cirrus). Then a share in a Mini Nimbus, and finally a share in a 304. I've never been a very good pilot; not intelligent enough and no bump of locality. Too inclined to get diverted by a ruined stately home or a ridgeway or a bronze age fort. I once spent a wondering twenty minutes circling over the Uffington running horse, (how on earth did they do it? A Matisse line drawing over that huge area, and without getting airborne to have a look). People (with a few startling exceptions) have been astonishingly kind and patient — (they've needed all their patience).

I kept a diary of specially beautiful flights, and I read it from time to time, and I remember . . . (old love letters).

It was a wonderful love affair and it lasted nearly twenty years, which is more than can be said of many.

About three years ago I found that I was coming out of the house some mornings, looking up at the sky and thinking, "It's going to be a really good day. Oh hell! I suppose I ought to go and fly." It happened a few times before the penny dropped. It was the end of the love affair. "I'm supposed to be having dinner with him tonight. What a drag — wonder if I can get out of it."

After I'd sold my share in the 304, I wondered what a gliderless summer would be like. It was bliss. Such freedom! Didn't have to hang around in case it was a 500km day; could even go abroad in May. Could accept invitations. There were no withdrawal symptoms. Just relief that I could do whatever I liked.

For a year I hardly flew at all. Then I was tempted by a blustery winter west wind, and spent a happy day at the Mynd. I had an hour in their solo Astir and tiptoed into a wave and worked and thought and got to 10 000ft. Delightful. Like lunch with an old boy-friend. All passion spent. Warm familiarity. So now I go up there from time to time. They have two K-8s as well as the Astir. I do love K-8s.

The future? I hope I shall go on flying at the Mynd. If I get too crumbly I plan to fly in two-seaters, helped in by charming young men. I do like being helped by charming young men. When I fall off the perch I shall haunt the bungy point on west wind days. It's a place I'm very fond of. I'll make a jolly spook.

AMF ENTERPRISES 'YOU'VE GOT TO HAVE STYLE'

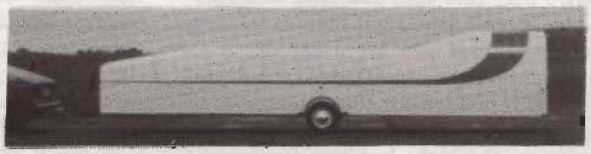
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BACK TO BASICS — Part 2

Turns, The Key to Successful Soaring

DEREK PIGGOTT continues his series aimed mainly at beginners and instructors

Once you have seen how each control works, you are confronted with the problems of learning to co-ordinate the stick and rudder to produce accurate turns. Although it might seem that the two controls could be coupled together to work automatically for the movements required, their position in a steady turn with the stick slightly one way and the rudder in the other makes this impractical. So the pilot has to learn a more complicated sequence which takes time and practice to establish. However, it can be considered as a pattern of movements and learned as such. With the exception of a few vintage machines which may have rather odd handling, the control movements follow a standard pattern. In fact it is often easiest for the instructor to dictate the movements to help to establish them saying something like this:

"First look right round and behind, then look ahead. Now stick and rudder together to apply the bank; check (or stop) the bank with the stick and *then* reduce the rudder; ease back slightly to prevent the nose from dropping. Recheck it's still all clear. Coming out of the turn, stick and rudder together and relax the backward pressure on the stick; centralise the stick and rudder together as the wings come level."

The vital thing is to ensure that the basic movements are correct. Practising the wrong movements will form bad habits which will be very difficult to rectify at a later date. Unfortunately most gliders will make quite reasonable turns even though some serious faults are being made and this makes the instructor's task a difficult one. For example, it is possible to enter a turn gradually with no aileron movement at all yet without any detectable error. Often it is almost impossible to spot any skidding in a turn even though the amount of rudder used has not been reduced, especially after a good entry using the stick and rudder correctly. Bad faults like this soon become habits and often are the cause of appallingly bad turns onto the final approach when the bank is applied quickly or a steeper turn becomes necessary.

The explanation for the need for all this rudder work is simple. As the bank is applied, the rising wing is dragged back so that the nose is swung off and up in the opposite direction to the bank. This "yawing" movement only lasts a few seconds but prevents a smooth entry into the turn. The "adverse yaw," as it is called, is exaggerated by the big wing span and low flying speed making it vital to use the stick and rudder together when applying or taking off the bank. Once in the turn this effect is almost eliminated so that the amount of rudder required is very small.

It takes quite a lot of practice to learn to use the correct amount of rudder, particularly if there is a change of rudder loads or if the airflow moves the rudder in the opposite direction as explained in the first article of this series in the last issue, p204. Trying to "feel" the amount by following through on the controls as your instructor demonstrates a turn is not much help because it is difficult to sense the amount of rudder being used by feel, and, of course, because while he is on the controls you can get no idea of the force he is having to apply to move it by that amount.

A ploy to help you use the rudder correctly

Here are several ideas which may be of help if you find that you are never using the rudder correctly: When your feet and leg muscles get very tense as they do on these early flights, you will tend to push with one foot without remembering to relax and withdraw the other one. When you do this all you do is to stretch the cables without moving the rudder. A few moments of moving the rudder, first one way and then the other, using quite large movements but without worrying about what the glider is doing, will help you to relax and make real movements when you want them.

You may find that you tend to under-rudder more to the right than to the left. This is likely if you are a car driver as your right foot is conditioned to the delicate touch needed for the accelerator. If you fail to use enough rudder going into a turn to the right but still reduce the amount of rudder by a normal amount once the turn is established, you will end up in a right hand turn with some left rudder. Although not dangerous this fault creates a very worrying sensation as though the glider is rolling right over and is about to fall out of the sky. What has happened is that you have under-ruddered at the start of the turn and then have reduced the movement that you did not make in the first place. The turn ends up side-slipping badly with the wrong rudder still being applied. Watch for this tendency to under-rudder to the right and remind yourself to use enough.

The other helpful thing is to watch the actual control movements as your instructor demonstrates a turn. Hopefully he will make the moves slowly and deliberately and describe them as he does them, like this:

"I'll look around this time. Now watch the stick and rudder movements and try to memorise how much they move and how I move them. Stick and rudder together — see the amount of rudder. Now I'm checking the banking movement with the stick to keep it constant and *then* I reduce the rudder. See the small amount I leave on for the turn. Now a small backward movement to prevent the nose from dropping. Now, coming out of the turn, stick and rudder exactly together as if I am going to change over to a turn in the other direction. Now as the wings are coming level, stick and rudder together to centralise the controls."

The visual image formed by watching the actual movements helps enormously to overcome the initial difficulties of getting the timing and the amount of the movements correct.

During the early flights most beginners have much the same faults with the use of the rudder. At first it is usually a failure to use the rudder at all or sufficiently. Later it is more likely to be more subtle faults which are difficult for the instructor to spot and analyse correctly. Often these faults go undetected and they soon become bad habits which are then even more difficult to eliminate. Strange as it may seem the surest way to detect poor co-ordination habits is for the instructor to watch the control movements as these should follow an easily recognisable pattern.

A lot of problems can occur if all the stick and rudder movements are made simultaneously. The two controls should be moved exactly together as you apply the bank, as you take off the bank, and as you centralise the controls to keep the wings level after coming out of a turn.

However, it is important to make the stick movement just a little *before* reducing the rudder as the required angle of bank is established. The ailerons are used to roll the aircraft and must be used to stop the banking movement at the angle you want. The rudder must be used as you apply the bank to prevent the adverse yaw but it does not control the banking. (Of course changing the position of the rudder does have some influence on banking movements because of the effects of dihedral etc.)

Unfortunately the habit of reducing the rudder at the same moment as the ailerons are moved to stop the banking movement results in repeated side-slipping faults. It is exasperatingly difficult to re-learn the correct movement except by exaggerating the pause between checking the bank with the aileron and reducing the rudder. On balance, I believe it is best to teach a definite deliberate gap to establish the right kind of habit, knowing that with more experience and practise the gap will close. Above all it is most important that the amount of rudder is always reduced once the bank has been established.

Power pilots converting to gliders will have almost as much difficulty as a beginner because their habits are already formed and are difficult to change. If asked to make a turn they usually start to apply the bank as they look around only to find to their annoyance and amazement that on looking forward again the glider is in an unexpected nose high attitude slipping badly. Their problems are best solved by slowing them down and by making them think about the moves instead of allowing them to happen automatically. Tell them: "Look around, but don't start the turn yet. Now look ahead. Think of the movements, stick and rudder together. Now go into the turn, don't watch the wingtip." etc.

In the early stages it is probably a bad thing to attempt to use the yaw string or slip ball to detect or correct errors caused by the wrong amount of rudder. This is because the movements which should become automatic can easily become a series of corrections requiring constant attention from the pilot. In this respect the use of the rudder on a glider is different from that on a powered aircraft. In these machines the rudder is applied as a correction for the yaw which occurs after increasing or decreasing the power to climb or glide. But after the change of power the pilot can afford to wait and observe the resulting yaw before applying the necessary rudder to overcome it. A small amount of slip or skid is relatively unimportant and so it doesn't matter much if the power pilot takes time to detect and correct it. However, with a glider the use of the rudder during the entry to the turn must be automatic. Poor co-ordination makes it impossible to fly straight.

Tendency for angle of bank to increase

The light aeroplane pilot will soon realise that the large wing span and low flying speed of the glider result in very different handling characteristics to other aircraft. In a turn the stick position is not central as there is always a tendency for the angle of bank to increase. This must be eliminated by using the ailerons to "hold off" the bank. At the same time a small amount of rudder is required in the direction of the turn. This is a "crossed" control situation which in a normal aircraft would be a sign of over-ruddering.

The amount of hold off required is quite small unless an excess amount of rudder has been left on or unless the glider is flying too slowly and is close to stalling. Both causes can lead to trouble and therefore a large deflection of the aileron to hold off the bank should always be considered as a danger sign. Excess rudder results in skidding and very high drag as the fuselage moves sideways through the air. This acts as an airbrake and inevitably causes a loss of airspeed and a risk of stalling even though the nose has not been raised. There is also a tendency for the glider to over bank more at very low speeds so that a large stick deflection to hold off the bank can also be a warning of a dangerously low speed. In either case, lowering the nose should be the first action followed by checking the amount of rudder being used and reducing it as necessary.

Once the correct movements are becoming established, it is useful to practise turning smoothly from one direction to the other. Some instructors try to get their students to "roll" on a point. That is to roll from one side to the other without turning. Strictly speaking this should be impossible since the glider is being kept straight while it is banked; an aerodynamic impossibility without some slipping movement. A far better exercise is to allow the glider to turn and to make some of the changes in bank quickly and others slowly. It is important to keep some of the turns going for long enough to see that the rudder is reduced once the turns are established.

Most gliders are extremely short of rudder power and of directional stability. If all the aileron deflection is used to apply the bank very quickly, even full rudder will not eliminate the adverse yaw. It is easier to limit the amount of aileron movement to half or three-quarters of the available stick movement so that an accurate turn can be made. Once in the turn very little rudder is needed for any turn regardless of the type of aircraft or glider.

In any turn the force required to make the change in direction is obtained by banking over and using the lift from the wings to pull you round the turn. More lift is therefore required and this is obtained by easing back on the stick to pull the wings to a larger angle of attack. The amount of this backward movement is very small for a gentle turn and increases rapidly as the bank is increased beyond about 30°. Since centring in thermals depends on straightening up quickly and in turning accurately at a low, controlled speed at varying angles of bank, the ability to apply the correct amount of backward pressure almost instinctively is very necessary for efficient soaring. An accurate steep turn at a relatively low speed will often make it possible to use the very narrow cores of lift and so climb much faster.

* * *

In the next issue we will be discussing landings.

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.

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TAIL FEATHERS



by PLATYPUS

RIB-TICKLING FUN

I have broken or cracked a rib three times in three years and hope my little run of misfortune has now stopped. The first was while walking down some ice-covered steps carrying skiis (No, I *wasn't* drunk. I wish everyone wouldn't automatically assume that.) The second was at an Enstone Comp; I was bicycling energetically up a hill coming back from the 'phone in the nearby village — the club 'phone being commandeered for Control — having just reassured my wife, ironically as it turned out, that I was in good shape. The folding bicycle, belonging to a revered ex-chairman of the BGA, collapsed without warning just behind the hinge (a dodgy weld proved unequal to my Reg Harris musculature) and precipitated me brutally onto the road in front of a car. The driver who proved to be the local churchwarden kindly gave me and the wreckage a lift to the club while lecturing me on



Lectured me on the foul noise.

the topic of the foul noise made by the Enstone microlights. "Sorry, nowt to do with me," I groaned as I counted my remaining sound bones. From previous experience I knew that the rib would be at its worst on the third day, by which time I was being lifted into and out of the Nimbus cockpit like a sack of potatoes. I flew it in much the same way too. Outlandings were more than the usual hell, of course.

The revered ex-chairman of the BGA agreed not to sue me for wrecking his bike if I ageed not to sue him for lending me a bike without a C of A, or at least at C of R. We both tried to sue the bike company and got nowhere as you might expect.

The third time was on a retrieve from a field which I had picked during a cloudburst. *I used to think cloudbursts were peasant inventions like air pockets, but I now hear that under some circumstances it's not a bad description of what clouds actually do. And anyone who goes around sneering at air pockets is likely to find themselves in one and serve them right. The older I get the more I believe in old wives' tales.* Anyway, the steep, narrow, soggy track offered no purchase to the tyres of my swish new saloon car. Wait till I win a Bingo million and can afford a Range Rover. So the ASW-20 (change of glider) wings had to be carried by me and one female crew member in the gathering dark and stowed in the trailer while it was pointing up a 20° slope and leaning over perilously. Pausing for breath was fatal; the wing was determined to push me back down the rain-soaked hill. A last desperate heave while standing on the angled, mud-covered ramp threw the sweating, cursing pilot violently against the trailer entrance and crunched his rib a third time. Our notorious hostility to field landings in Comps reached a new peak. (See earlier Platypi, *passim.)*

I can only say when it comes to rigging and derigging on the third day the ASW-20 demonstrated vast superiority over the Nimbus. I'm quite reconciled to it now.

And another lesson is that borrowing an un-airworthy bicycle to go and tell someone you are in good physical shape is about as good a definition of Tempting Providence as you can get.

Needed: A Wind of Change

I'm sure Charles Ellis (S&G February 1984, p36), is right in saying that if hang gliders had existed in 1932 "gliding clubs as we know them today might never have been conceived?" As it turned out what we have is clubs centred around extremely efficient, vastly expensive motorless light aircraft, some weighing the best part of a ton at take-off, which are as helpless as stranded whales without the aid of a lot of equipment and a lot of discipline and co-operation. The last two are doubtless good for the soul, all the rest means that if you are young, adventurous to the point of rebellion and *skint* then you will go in for hang gliding in preference to what we delude ourselves is the "real thing."

Some CFIs and managers loathe not only hang gliders (for understandable airspace reasons) but power gliders too. What powered gliders and hang gliders have in common is the difficulty of exercising any sanctions over their owners — you can't ground them for bad flying or failure to pay bills, etc, etc, because they can go off and operate from any suitable piece of terrain without outside help. The stranded whales are easy to control, by contrast. All the same, a transportation device that costs up to £40 000 but is useless unless helped off the ground by another machine and its driver is a bit daft, if we ever stop to consider it.

These devices are nothing but rich men's toys, even if five poor men have to band together to own one. These big toys may be a dangerous blind alley.

On the other side let's look at some dour facts about our society:

Millions will continue to be unemployed, very many of them straight out of school onto the streets. Millions of others are being encouraged to retire early. Millions of those who are lucky enough to have jobs will be on a four-day week. Millions will be in the growing service industries working unsocial hours (evenings or weekends). What is the significance of this for the gliding movement? On the negative side, it means fewer recruits to the clubs since you must catch these young. (I'm sure if I hadn't started in my early 20s long before I got married, I would never have had the time to learn.) However, it means there are lots of young people with nothing to do and little money to do it with — not all of them layabouts or tearaways. Could the various government schemes now available not make it possible to subsidise



Cloudburst is not a bad description of what clouds do.



Free flying could be part of their reward.



Ready for the Complaints' Department.

the employment of young people in repair and maintenance work, driving winches and towcars, etc, etc? Free flying training could be part of their reward. Indeed all the others who find themselves with more time than money might benefit from a similar arrangement.

Caterpillar Corner

Having recently had the experience of watching from cloudbase as two gliders plummeted towards the woods below, then seeing parachutes opening, I am resolved to treat parachutes with even more tender, loving care than before. By the way, I always make a point of getting out of a cockpit with the parachute on, however uncomfortable that may be. The reflex action of undoing cockpit straps *and* parachute before clambering out is, to my mind, lazy and potentially dangerous.

Quote from an American Publication, **The Warrenton Democrat:** "If you are one of the hundreds of parachuting enthusiasts who bought our **Easy Sky Diving** booklet, please make the following correction: on p8, line 7, the words 'State Zip Code' should have read 'Pull Rip Cord'."

I wonder if that tiny misprint was drawn to their attention by their Complaints' Department.

THE "RIGHT" POSITION ON TOW

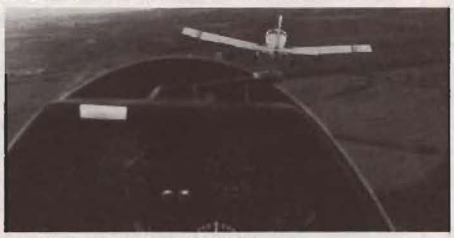
BILL SCULL

There is still apparently some contention as to the right position of the glider behind the tug; older instructors in particular continue to teach too high a position. Given the evident risks to the tug pilot there should be widespread concern among all pilots and instructors to make sure that they do not contribute to a tugging accident.

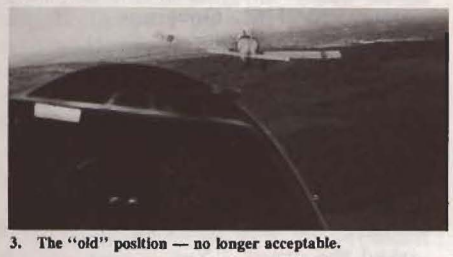
To get these photographs from a K-21 a 70ft tow rope was used – normally a 150ft rope is recommended by the BGA.



1 Much too high; if there was any further upward displacement then release should be imminent. The instructor's view of the tug may already be restricted or even obscured — the latter an unacceptable state of affairs.



2. Still too high but getting better!



3. The "old" position — no longer acceptable.



4. Down again — almost to the correct position.



5. This is right! Still comfortably above the slipstream and allowing a good margin for upward displacement.



6. This is still above the slipstream and quite a good position to be in.



7. Low tow — below the slipstream; argued by many as the safest place and is standard practice in Australia where they go straight into low tow from take-off. However, release is made from the high tow position — just above the slipstream.

A HOME-MADE GLIDER

IAN BECKETT writes about a project which has taken much of his free time over the last five years – building a Duster.



Ian with the finished glider. Photo: Peter Clements.

The first of May arrived bright and blue. A moderate easterly breeze was forecast and as everything was ready I could think of no reason why this should not be the day. After several telephone calls had secured the help of the CFI, a tug pilot and some friends, I set out for the airfield.

The "moderate breeze" turned out to be distinctly fresh, but as the take-off would be directly into it I decided to carry on, consoling myself with the thought that at least the machine would (hopefully) become airborne at a relatively low groundspeed.

We assembled the glider and having double-checked everything, towed it to the far end of the airfield. This gave me a breathing space in which to collect my thoughts and try to calm my stomach. I strapped myself into the cockpit and with the wind shut off by the canopy and the tug taxying forwards, I began to feel very lonely.

The subsequent flight was, thankfully, an anticlimax, although it wasn't until I judged I was high enough to jump out that I really began to relax. The little Duster behaved just like all the other gliders I have flown and I was able to complete a reasonably confident, if somewhat cautious, approach and landing. Corks popped and we all drank a windswept toast to the successful completion of a project which had begun in earnest almost five years earlier.

The concept of building my own glider first occurred to me about twelve years ago when the Neukom Elfe was available in semi-finished form for amateur completion. For reasons which mainly involved the strength of the Swiss Franc and my own lack of Sterling I did not pursue the idea very far, but the seed had been sown.

Two years later a short item in S&G, December 1974, p265, caught my eye. It described a small American glider which had been designed specifically for home construction and gave a Box No. in California. I wrote off for more information and so began a chain of events which led to the creation of BGA 2938.

The Duster is a single-seat wooden sailplane with a wingspan of 13 metres. Its construction is conventional, using spruce together with Douglas Fir and Gaboon plywoods, and just a smattering of glass reinforced plastic.

"Much cheaper to obtain all the materials from America"

My original intention had been to build the airframe from scratch and import prefabricated metal fittings, but even a rough costing showed that in the long run it would be much cheaper to obtain all the materials from America.

To give an example of this, shortly before the kit was shipped the manufacturers wrote to advise me that they were currently importing their Gaboon plywood from England. They were prepared to allow me a discount amounting to the value of the plywood so that I could obtain it locally.

"That was nice of them" I thought and reached for my materials catalogue which was already two years out of date. I was amazed to discover that it was significantly more expensive to buy the plywood from British sources than to re-import it from America. The same applied to the necessary nuts and bolts and I estimate that scratch building would have added at least 50% to the cost of the materials.

An order for the kit was placed in November 1978 and I sat back and waited. The importation process was lengthy but uneventful and in May of the following year I was advised that my "Aeroplane Hobby Kit" would be arriving at Felixstowe aboard the container ship Liberty.

As soon as it had cleared Customs I borrowed a glider trailer and rushed up to Ipswich where, after paying what to me seemed totally unreasonable sums of money to HM Government, I was directed to a cavernous warehouse. A massive fork-lift truck appeared loaded to the hilt with a box which hardly seemed large enough to contain a set of garden furniture let alone an aeroplane. Two small cardboard boxes and a crate containing the plywood soon followed.

"Are you sure that's all there is?" I asked the driver. "Yes — sign 'ere". It was his lunch hour. We drove back to Dunkeswell, where Brian Weare had offered me some workshop space, and on the afternoon of Saturday, May 26, 1979 I broke open the crates. Four years, eleven months and six days were to pass before the Duster became a reality.

Anyone who is interested in what happened during that period is welcome

to get in touch with me and I shall be happy to discuss the more technical aspects of building an aeroplane. All I will say here is that 1918 man hours and well over 150 gallons of tea and coffee were consumed in the course of the project. There were certainly times when I wondered why I had ever started, but for the most part the work was enjoyable and very satisfying. The Duster's airframe was specifically designed for amateur construction and no complicated jigging is required. The aeroplane is built on a single 12in × 2in plank, 18ft long, which must be solidly mounted to form a long, level trestle table. Simple hand tools, an electric drill and jigsaw, are sufficient for most of the construction work, together with as many G clamps as can be acquired. I had access to over forty and there were occasions when I could have used a few more.

A certain amount of more specialist equipment for operations such as linereaming and spraying was needed and this was hired, begged or borrowed for the relatively short periods for which they were required.

"Built as designed with only two significant alterations"

The plans for the Duster are proper engineering drawings of excellent quality and certainly instil a lot more confidence than the sheets of sketches which are provided with some home-built aeroplanes. The glider was built as designed with only two significant alterations. The wing of the Duster is made up of two outer panels 18ft long and a small centre section of 7ft span which is supposed to be bolted permanently to the fuselage. It seemed to me rather silly to have a glider which would fit into a trailer only 20ft long but which would need to be over 7ft wide to accommodate the centre-section, and I decided at an early stage that it would have to go. There were two options, either to redesign a two-piece wing or modify the centre-section in order to make it removable. The former was beyond my ability and so I now have a three-piece wing which is a bit fiddly to rig but much more convenient for towing than the original arrangement.

The other modification was to substitute an Ottfur cable release mechanism for the pieces of bent metal shown on the drawings.

When people ask about the Duster the two inevitable questions are "How Long?" and "How Much?". While I kept a reasonably accurate account of the time involved in the project, I tended to ignore the costs in the hope that they would go away. Suffice to say that the total cost of the Duster and trailer is comparable to that of a second-hand K-6CR and so one's motives need to be other than financial. These answers usually result in the third question "Why?", which I find difficult to answer in a manner which sounds convincing to myself, let alone anyone else.

Well, how does it fly? For the past eleven years most of my flying has been at the controls of a Slingsby Eagle after which *any* single-seater seems delightful, but I shall try to be as objective as possible. In flight the Duster is very manoeuvrable. As one would expect, its rate of roll is very rapid and the rudder seems powerful enough to cope with most of the demands made on it. Although the empty weight is only some 400lbs, the small wing area results in a loading of 5.7lbs/sq ft with me in it, which gives the glider quite a solid feel and it is not thrown about unduly in turbulence. This wing loading also results in a Min sinking speed of about 1.5kt which is a bit on the high side by modern standards. Stalling and spinning characteristics are normal and recovery is positive and rapid.

Launching by both winch and aerotow in crosswind components of up to 10kt have presented no difficulties so far, although she does have a tendency to pitch towards the top of a winch launch.

As far as its glide performance is concerned, after 40hrs flying my best guess is that it lies somewhere between the K-8 and the K-6CR. The designer claims 1:27, the manufacturer of the kit enthusiastically claims 1:30.2, and I find that 4 miles/1000ft seems to give a reasonable safety margin so that's what I use.

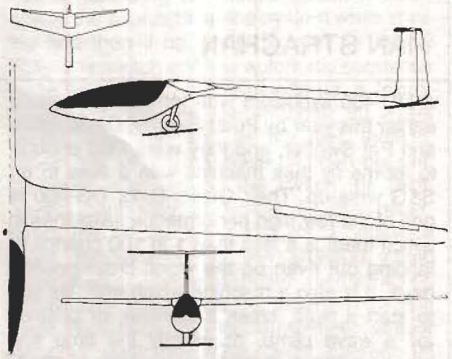
On the debit side the trailing edge airbrakes are not very effective, and I made a mistake in not fitting a wheelbrake — the groundrun goes on for ever. Generally I find it a very pleasant glider to fly, although it requires a bit of care when landing — but don't they all!

Reflecting over the past five years, I realise that I underestimated the commitment of time, effort and expenditure that building the Duster would demand. I had a fair amount of experience of working on wooden airframes before I started but even so there were times when help and advice was welcome and I was very fortunate to be able to lean on Brian Weare when I was not sure what to do next.

It is certainly not the kind of project which should be undertaken lightly, and I don't think I would do it again. Although having said that, if I were to increase the span to 15 metres, perhaps . . .

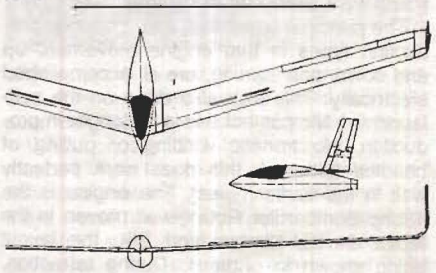
NEW SAILPLANES

MAX BISHOP



The E1-4 of Akaflieg Esslingen is a Standard Class glider in which an attempt was made to minimise weight and the total surface area. This was done at the expense of the pilot's comfort as the fuselage is only 65cm high and 55cm wide at its widest point. A normal size pilot will therefore find things very tight.

But it seems that the sacrifices are worthwhile as the best glide angle is 1:45. The high aspect ratio wing has an area of only 8sq metres. The trailing edge airbrakes prevent any risk of surface irregularity in the laminar area. Because the fuselage tapers up abruptly behind the cockpit, the wheel rotates through 90° before being stowed horizontally below the wing root. The empty weight of the E1-4 is only 140kg and the Max permitted AUW 360kg (with 120l of ballast).



The SB-13, the most recent project of Akaflieg Braunschweig, is a tailless glider with a 15m swept wing. The wing tapers, having a chord width of 85cm at the root and 68cm at the tip. Large winglets are fitted to the tips on which the rudders are mounted. The outboard half of each span carries elevons split into three sections which deflect differentially to give both pitch and roll control. The airbrakes are fitted further inboard and emerge from the top surface only.

The Braunschweig students made a one-third scale radio-controlled model of the SB-13 last year which allowed them to evaluate the main flying characteristics of the glider, whose performance at the lower end of the speed range should be better than that of all the Standard Class gliders currently in production.

THE DG-400 IS HERE

IAN STRACHAN

A DG-400 syndicate was formed at Lasham earlier this year by Peter Hearne, David Innes and Pat Swoffer, and they were kind enough to let me fly their machine with a view to an S&G write-up. Their Glaser-Dirks DG-400 is one of the few high performance sailplanes in which there is a less than 1 in 100 chance of landing out even on the worst cross-country days. It is also a machine which enables you to start a flight, cross a startline, or position for a wave climb, at exactly the time and place you want, virtually irrespective of conditions, or even of the state of health of the club's launching methods. In short, it is a High-Performance self-launching Motor Glider (HPMG) and is the latest advance in that breed which has over the years progressed from K-14, SF-27M, Motor Cirrus to PIK



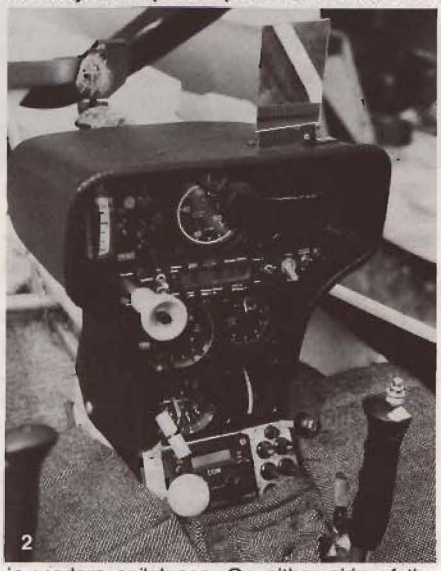
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20E, and also includes ten or so Motor Nimbi, which were produced in the early 1970s.

The principal advantage over previous production types is that engine movement up and down, and starting, are all accomplished electrically. This was also done on the self-launching Nimbus but this is no longer in production. No frenetic winding or pulling of handles (although this does work perfectly well in the earlier types). The engine is the 43bhp Bombardier Rotax, well proven in the Motor Cirrus, Nimbus and PIK, the layout being shown in photo 1. During retraction, doors open on the top of the fuselage to receive the engine and propeller, and when stowed the fuselage is completely streamlined and "clean" with no excresences.

The cockpit layout is shown in photo 2, extra features being the folding mirror above the artificial horizon, the throttle which is the large white knob above the lower of the two electric varios, and the engine instruments and controls which are on the horizontal panel to the right of the throttle. To the left of the Dittel radio are two release handles, the lower being for a normal launch hook and the higher one operating a propeller brake *via* a Bowden cable. The prop brake is simple but effective, is shown in photo 3, and consists of a small plug of brake pad material, Araldited to a lever arm which connects to the Bowden cable. Above the prop brake is a black knob which selects "choke" for starting.

A close-up of the engine instruments and controls is photo 4, and features liquid crystal displays for, left to right, fuel state, engine rpm and either cylinder head temperature or battery volts (switchable between the two). The principle of using liquid crystal displays is excellent in two ways: it economises in panel space and it also opens up the possibility of using them for more than one function for different phases of flight. This could be useful in normal gliders too, and perhaps glider instrument experts should look at the multi-function displays now fitted to modern military and civil aircraft, in an effort to present the maximum information to the soaring pilot on the very small panel space sometimes used

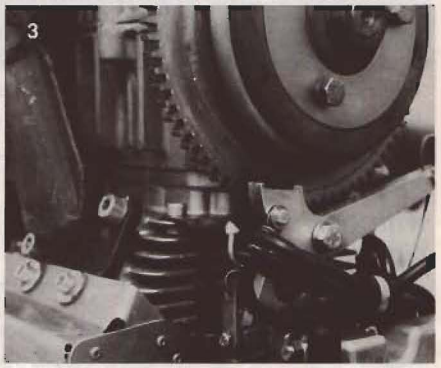

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in modern sailplanes. On either side of the liquid crystal digits are four lights. 1. To show that main engine doors are closed (*ie* engine is either fully up or fully down). 2. To show that prop is vertical and therefore ready for retraction. 3. Generator light (like the ignition light in your car). 4. "Ready to start" light signifying that all pre-start actions are complete and the engine may be started. All this may sound complicated but it isn't really more so than a car and you soon get used to it.

Healthy "clunk" from behind

After a normal rig and DI you strap into the highly reclined seat and pull out the airbrakes to apply the wheelbrake for starting. The electric engine "up/down" actuation is *via* a small paddle-shaped switch mounted on the front side of the control column below the radio button but above the trim trigger. It is convenient to the thumb for moving it right (for engine UP) or the index finger for moving it left (for engine DOWN). During engine movement the yellow "door open" light comes on, a healthy "clunk" from behind and the door light goes out, signifying that the engine is locked up. The ignition can then be switched on and the engine started by pressing the black starter button in the centre of the throttle knob. The propeller and engine can be viewed by using the mirror above the artificial horizon. Engine starting needs some choke but after firing this can be pushed in. Being a two-stroke there is no oil pressure to monitor. Cylinder temperature soon builds up and you are ready to taxy.

Steering while taxying is achieved *via* a very effective steerable tailwheel operated by the rudder bar, shown in photo 5. The down wing is supported on a small wheel on the underside of the tip. Furthermore the ability to taxy from the rigging area to the launch point is a great saver of time and aggro — I have often thought normal gliders ought to have little electric taxy-motors to improve flexibility on the airfield. The engine is run-up and tested in the normal way for "mag drop" as this version of the Rotax has double-ignition.


3

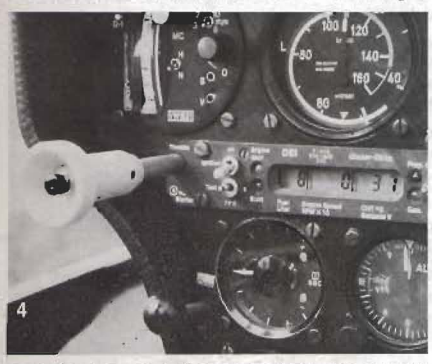
Having completed the normal glider pre take-off checks and ensured that no one is approaching to land, full flap is selected (for a grass take-off) and full power applied. Take-off run appears better than the PIK 20, presumably because of the 17m span and a later wing design, ground roll being of the order of 100 yards in no wind. Climb is at 6° flap and 50kt, with power reduced to 6000rpm, and gave a rate of climb of 586ft/min when averaged over 1000ft. Very respectable!

Engine retraction is straightforward. You fly at 50kt, idle the engine for a short time to cool it, then switch off. The prop will stop, but is unlikely to be vertical. You look in the mirror, watch the prop slowly turn under the influence of airspeed, and grasp the prop brake handle lightly with the left hand, ready to pull it. Watching the toothed drive belt in the mirror (photo 6) you wait until the prop trailing edge is parallel to it, then pull the prop brake. Check that the "prop vertical" red light has gone out and with a slick movement of the index finger on the stick paddle-switch, stow the engine. Yellow door light out, hear the "clunk", and relax. Easy. On my flight I did this three times and obtained height losses of 200, 150 and 140ft in times of 35-40sec from ignition off to engine fully stowed. So for your record-breaking flight (or your 300 or 500km) you can wait until precisely *your* best time to go, climb to 3500ft above the field and be crossing the startline at 3281ft only 10min after climbing into the glider.

I now imagine that you have pressed on

too hard and too far, and are scratching at 500ft over a grotty field somewhere in the wilds of Wales. You also have just realised that your retrieve car keys are in your pocket and your normal crew has also just landed out! You lower gear and flap and examine the field very closely but meanwhile casually flick your right thumb onto the magic engine switch on the stick. Ten seconds later the yellow light goes out and that satisfying "clunk" tells you that you are probably once again going to get back without a field landing. Ignition ON and a press of the starter and only 100ft lower than when you commenced the sequence, you run at half throttle to warm the engine. You retract gear and flap. Soon you see 100°C on the temperature gauge and apply 6000rpm to climb away at 5-6kt. Ten minutes later you are once more in a thermal but this time heading home, knowing that the engine-run is marked on the barograph and your 500km attempt has failed. But at least you are not in a field near Lake Bala!

The above account is not a fairy story because on my DG-400 flight I carried out two air re-starts and the first one, taking it



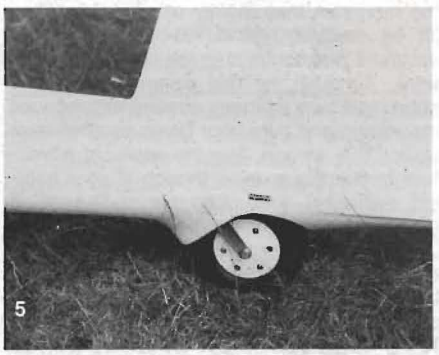
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very slowly and deliberately, took 18sec with a 150ft height loss. But the second, simulating an approach with gear, flap and airbrake, lost only 80ft and the engine ran 15sec after retracting the airbrake and starting to get the engine out. When in practice in the PIK, by winding very quickly, a successful re-start with only a 55ft loss is possible. So with these HPMGs you lose no flexibility in soaring down to even very low heights and do not have to throw thermals away earlier than a normal glider in order to start the engine. Mind you, to do this safely at low level you have to have a field selected, be confident of your starting drills, maintain a safe approach to the field while starting, and be prepared to land in the field should the engine *not* start. The DG-400 is the easiest and most relaxed system I have flown so far.

But is it all sweetness and light, or are there snags? Price is the first obvious one but my counter to that has always been that you add another one or two members to your syndicate, but ensure good utilisation by first maximising soaring and cross-country time by exploiting the ability to go well away from base when others are turning back, and secondly by a system of priority days for syndicate members. After all you shouldn't have to waste soaring time by retrieving! Weekday members should also be encouraged.

Ingenious and gives confidence

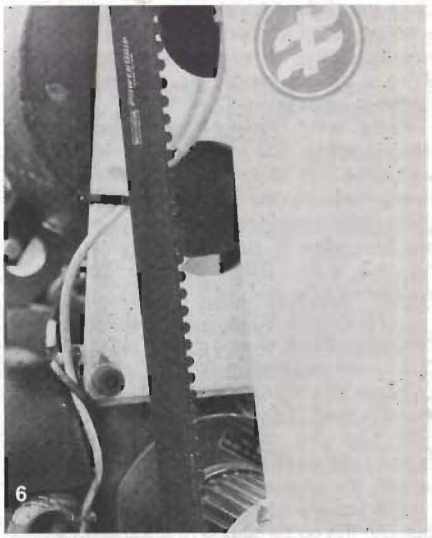
And the DG-400 itself? The electrical mechanism and interlocks are very ingenious and give confidence that you have done everything right (if you haven't the interlocks will prevent the engine moving). There is very rightly an override engine IN/OUT switch situated on the cockpit right hand side, for use in emergency. This bypasses all the



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microswitches and safety circuits and moves the engine directly. But there is no "ground power" electrical connection so that the engine may be started (or serviced) without running down the main aircraft battery. There is also no parking brake, although this could be achieved by looping a cord over the airbrake lever when fully back, but a separate wheel brake lever is really needed in any motor glider. Also, the digital RPM gauge was difficult to read because the last two digits were always changing — a "time constant" needs incorporating in the circuit. It should also be noted that as well as a fuselage fuel tank, fuel can also be carried in the wings. This gives a 700km range in still air without soaring. How about motoring to Portmoak, the Pyrenees, or the Alps?

What of the future? Well, convenient though the DG-400 system is, I have always had a hankering for "single switch restart", where the pilot sets up the system while soaring and then if he wants to start he simply flicks one switch and the automatic sequence takes over. When the engine is up, a microswitch actuates the starter motor for a set period, eg 5sec, and as the fuel, ignition, choke and throttle will have all been pre-set, 10-15sec after flicking the switch the pilot, having continued to simply fly the glider, hears the engine burst into life. I believe a small modification to the DG-400 could achieve this. The appropriate microswitches are already there. Also, for engine retraction there is already an electro-magnetic sensor for prop verticality. This could operate an automatic sequence of prop brake (*via* a solenoid) and engine retraction, with the pilot only having to fly the glider so that the prop,



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after stopping, turned *slowly* towards the vertical. The automatic system would then take over. But this is speculation for the future . . .

What of the DG-400s soaring performance? Well, I have the excuse that when I flew it conditions were very marginal and there wasn't the opportunity to carry out any formation with other types. However it is obviously a fine soaring machine and it did recently win the New Zealand National Championships . . .

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A TRAVELLER'S TALE

BRENNIG JAMES

Flying with the Oerlinghausen Gliding Club members in 1984 at Aosta and Fuentemilanos

"ALAS, 'TIS TIME I HAVE GONE HERE AND THERE," W. Shakespeare, (sonnet CX).

Although I have never flown at Oerlinghausen, it has been my privilege, on many occasions now, to fly with them at Aosta and Fuentemilanos.

Gliding is an expensive sport and its financial problems can be approached in two ways. Either one can own a ship and merely pay for insurance launching, C's of A etc, or invest the capital sum which the equipment represents and hire gliders with the accrued interest.

In the past the first course has worked well since the second-hand value of a glider, like a house, often exceeds the appreciation and interest of the corresponding securities, but there is no assurance that this process will continue for ever.

Flying with Oerlinghausen involves the second policy, and in my view it works very well. One can fly to the nearest airport and hire a minicar to the appropriate site. Alternatively, one can drive all the way, and there are few sites in Europe which cannot be reached within 24hrs door to door from southern England.

Hiring gliders at the other end means one can drive there in a one litre car — taking one's own requires a two litre car and the expense of running it all the year. At the other end the best ship I flew was a DG-202 with 17m tips, but curiously enough the best flights I did were in a Jeans Astir (with fixed wheel), the point being that when the weather conditions are good you are not so dependent on the performance of the glider.

Accommodation or camping facilities are usually available at the other end, so all you need is a sleeping bag and a small tent. One caveat is that you need about £100 in the currency of the country you are in as you travel. Cheques are a real hassle to change while you are on the move, but currency is easy.

Oerlinghausen provides one ship for two pilots, so you usually can fly every day because many pilots wait for the good one and the day often turns good during the course of your flight. In addition, often the second half of the day is best.

My best flight in Fuentemilanos started at 1630hrs, a 300km triangle in a Jeans Astir (with fixed wheel) in 3hrs 40min take-off to landing, best height being 3800m (cloudbase). Conditions were often best at 1800hrs and thermals still worked at 2000hrs so in a Nimbus 3 you could potentially still cover about 200km after 2000hrs. Aosta operates all the year round. The Italian Airfield Organisation has a Mosquito you can hire by the day, but you may have a hassle with your licensing, so watch out.

In the summer there are the beautiful greens and blues to add to the snow and rock. In winter it is just black and white. Waves are elusive, both in space and time, but the rewards of a high flight over the Alps are, of course, fantastic. Thermal soaring is slow and confined. Below 1000m lift may be weak or non-existent, but 2000 to 2500m is often easy to attain.

The furthest one can fly in either direction is about 30 miles, and that is slow, but nevertheless tremendous fun, since the goal in one direction is the Matterhorn and the other is Mont Blanc. Thermals are precisely located so that you can be sure that on the way home they will still be there.

For the beat up enthusiasts there is an area of mountain on the way home from Courmayer which is flat, bare, and at 45° slope so you can fly for five miles as fast and close as you like, and really feel the speed soak right through you. At Courmayer itself the mountain they mainly use for skiing has lift all the way round, so you can spiral around it and continue in the thermal from its peak. Although the real distances are quite short, you turn so many corners around vast mountains and burn your boats so often over unlandable ground, that the sense of adventure is enormous, even though at your furthest excursion it is often still a straight, if unnerving, glide back home.

Hang gliders are getting into the act and often reach cloudbase with you. Usually you catch them up slowly in a thermal but, of course, you leave them standing in the glide to the next cloud. Nevertheless they are getting a fabulous experience for their money. It looks rather dangerous. I hope many of my readers will take it up.

". . . using thermals from the plain or slope as your judgment dictates . . ."

Most of the flights in Fuentemilanos are similarly up and down the ridge. The main TPs are Riazza and Villatoro. For 500km triangles you get a launch at about 1300hrs and fly to Riazza using thermals from the plain or the slope as your judgment dictates, sometimes the hill is better, sometimes the plain.

If you get to Riazza within about an hour you push on to Soria. Here the navigation is a little tricky as you do not have the slope to guide you. After Soria you fly back to Segovia and if you have covered the distance, say by 1700 or 1800hrs, you go to Villatoro and back, otherwise you land with a 350km O/R under your belt. Fields are usually large, flat, grassed and without hedges, but you must decide early because there are large areas, usually high, which are unlandable.

The aspect of weather which is interesting to exploit is the relationship between the convective layer and the mountains which are about 5000ft high, five miles away, and five miles across, so the convective layer must rise bodily to clear them, and in the process of rising it expands due to the fall in pressure. While you can climb 1000m above the plain you can climb 1300m above the mountain. This sounds easy, but, in fact, the path between the two regimes is often like finding the eye of a needle, but once in the upper regime, progress is easy.

Ingo Renner is head and shoulders better than anyone else at the next trick which is to return to the plain way above the inversion and find waves which are produced by windstream blowing on the sides of cloudstreets. Its marvellous to feel that after nearly 40 years at the sport one still has a great deal to learn.

In the World Champs Ingo not only used these waves to cross the startline very high, but continued soaring in this manner for a good deal of the task. People who could not use this technique did not have a hope against him.

A Swedish pilot turned up at Segovia with clear vision panels on either side of his canopy, which he used for cleaning off the bugs in flight. The method is to throw one ball over and another under the wing. These are connected by mono-filament so when you yaw the ship they run out on to the wingtip cleaning off the bugs. You then wind them in on a reel and repeat on the other side. Neat and practical, I am assured by him that it works. He also states that the best wave site in the world is in Northern Sweden in winter, but bring your own ship.

In Segovia many Open Class ships arrived but on the very first day the pilots did not bother to launch as they reckoned the weather was poor. When they learnt at briefing next day that a 15m ship had done a 600km triangle they got a shock. One pilot was a keen cyclist. In the morning he did 50 miles of road work, in the afternoon he did 750kms of air work and, being a dentist, when he gets home he pays for it all with tooth work.

On the way to Riazza the Spaniards were having their hang gliding competition jumping off a horrific 2000ft cliff after, of course, carefully attaching themselves to the appropriate equipment. In a way I envy them, the air soaks up the human spirit like a blotting paper soaks up ink.

On the first day I was there someone did three laps of a 300km triangle in a Nimbus 2. My statistics for the last eight days were six 300km triangles and two hours in wave. On my last day I did a 300km triangle in 6hrs (a struggle), spent an hour eating and drove home in 25hrs door to door.

I still think the possibilities of Spain have only been scratched at. There are high mountains at Granada near the sea giving interactions one can only guess at. In the SE corner there is a desert like the Sahara and large forests retain the heat late in the day so one can fly over them on the final leg to cover the last 500km or so to get home.

Most of all I enjoyed the company of the Germans, who have ways of making you laugh.

INTER-CLUB LEAGUE FINAL

MIKE JEFFERYES

A typically varied season of weekend weather enabled all seven Leagues to reach a conclusion. Several reports were received of individual days on which Novices graduated into next year's Intermediate Class by completing 300kms.

We were made most welcome at Dunstable for the Inter-Club League final on the August Bank Holiday weekend, and would like to say thank you to John Jeffries who master-minded the Met and the task setting, to Martin Harris and Alex Evans who handled all the ground organisation and start/finish lines, to John Cardiff whose determined efforts on the computer produced the scores and to the LGC club members who shared their airfield with us.

It was particularly pleasing to see the Northerns participating this year. They were represented by Winthorpe who had in fact come second to Trent Valley after a close fought season with Burn and Camphill; weapons had ranged from Kestrel 19 to Javelot, Bijave and Fauvel flying wing.

Saturday teased. The satellite pictures were studied for a gap in the stratus sheet. Tasks to the north were set in readiness for the clearance. A most impressive grid was set up comprising three competing gliders from each of the total of seven Leagues — plus a number of *hors concours*.

After a great deal of sky and clock watching and some sniffing we scrubbed at 3.30 to enjoy a 4 o'clock scratch — never above ½kt, or 2000ft.

Sunday was more hopeful with tasks aimed south-west. A late but encouraging start was made by all competitors. However it proved to be an obstacle course with cloud as low as 1500ft encountered in the Didcot area; this sunk all the Intermediates and a number of others.

Tim Macfadyen flying a Nimbus 2 was the only Pundit finisher putting Cotswold into the lead. Two Novices completed: Annabel Lucas of Lasham in an Astir who found her best thermal on the crosswind leg to her chosen field near the Buckingham TP, and Jonathan Beard in a Pilatus who won a Novice Class for Cotswold. His team-mate Ed Johnson in an ASW-20L was the leading Intermediate putting Cotswold into 1st place in all three Classes with a commanding lead.

After far too much retrieving from the south-west on Sunday, Monday's tasks went north. It was soarable earlier than previous days but visibility was marginal. Cotswold voted heavily to scrub, but Lasham (lying 2nd) and Enstone (3rd) disagreed. All three Classes were launched and encouraged to practise their lookout. The result was a successful contest day, with only six of the 22 starters unable to find Dunstable again.

Jonathan won his second day for Cotswold

Jonathan Beard proved himself undisputed national top Novice winning his second day for Cotswold, with P. Atkin 2nd for Cambridge (Skylark 3) and P. Chodera 3rd for Southdown (Sport Vega). Denis Powell of Lasham won the Pundit Class with Martyn Wells 2nd for Enstone — both flying LS-4s. Tim Macfadyen was a sufficiently close 3rd to retain the overall lead in the Pundit Class for Cotswold. It fell to John Bridge (Jantar 1) for Essex in 1st place and A. Langlands (K-6E) for Enstone 2nd to deprive Cotswold of the overall lead in the Intermediate Class and thus a clean sweep. However Ed Johnson's 3rd place put Cotswold overall 2nd in the Intermediates and ensured their victory by a substantial margin.

Congratulations to Cotswold for a most impressive performance to win the Inter-Club League Trophy for 1984. And congratulations also to all the participating clubs for the display of enthusiasm and team spirit.

1985?

I have received a number of inquiries and issued a number of prompts for other clubs to join in the Inter-Club League during the past year. In spite of this I know of no club *actively* trying to get started. It is possible to give advice and encouragement centrally, and also to put prospective new participants in touch with each other — or even to propose re-distribution of existing Leagues. But it is essential that the clubs themselves show continued motivation to organise their own show. The best way to do this may well be to put this assignment on to someone who is not already tied up on other club duties. It is also necessary that such re-arrangements are made early in the winter to allow time to plan the season.

Do you want to join in? If so please write as early as possible to Mike Jefferyes, 15 Sycamore Way, Chelmsford, Essex CM2 9LZ. Or phone 0245 261145.

1984 Leagues. East Anglian: Cambridge University, Norfolk, Essex & Suffolk, Peterborough & Spalding, Rattlesden. **Midland:** Stratford-on-Avon, Avon, Enstone, Oxford. **Northern:** Burn (Doncaster), Newark & Notts, Trent Valley, Derby & Lancs. **Rockpolishers:** Midland, Cotswold, South Wales, Herefordshire. **Southern:** Swindon, Booker, Lasham, Bristol & Gloucestershire. **Southern Eastern:** Southdown, Kent, East Sussex. **Eastern:** Coventry, London, Buckminster, Essex.

Tasks. Day 1, Pundit Class, 175.9km triangle, Membury, Mursley; Intermediate, 135.9km triangle, Didcot, Buckingham and Novice, 109.7km triangle, Oxford, Buckingham. Day 2, Pundit Class, 164.7km triangle Towcester, Stoke Dry Res; Intermediate, 118.7km triangle, Towcester, Pitsford Res, and Novice, 87.6km triangle, Towcester, Cranfield.

Inter-League Final

Day 1.26.8			Tot Pts	Lg Pts
1st Cotswold (Rockpolishers)				
Pundit	T. Macfadyen	Nimbus 2B	737	7
Intermediate	E. Johnston	ASW-20L	204	7
Novice	J. Beard	Pilatus	632	7
2nd Lasham (Southern)				
Pundit	D. Eade	LS-4	567	5
Intermediate	D. Ellis	LS-4	164	4
Novice	A. Lucas	Astir	601	6
3rd Enstone (Midland)				
Pundit	M. Wells	LS-4	606	6
Intermediate	A. Langlands	K-6E	170	5
Novice	J. Kingerlee	K-6CR	199	3
4th Southdown (South Eastern)				
Pundit	I. Ashdown	Kestrel 22	188	4
Intermediate	C. Lowrie	Kestrel 19	192	6
Novice	P. Chodera	Sport Vega	95	2
=5th Cambridge University (East Anglian)				
Pundit	P. O'Donald	ASW-20L	89	1
Intermediate	S. Mynott	K-6CR	162	3
Novice	D. Barker	Skylark 3	296	5
=5th Essex (Eastern)				
Pundit	P. Manley	DG-202	132	3
Intermediate	J. Bridge	Jantar	97	2
Novice	M. Stringer	Olympia 463	255	4
7th Newark & Notts (Northern)				
Pundit	D. Foster	Sport Vega	132	3
Intermediate	F. Mann	SF-27	31	1
Novice	D. Prosolek	Dart 17	0	1

Day 2.27.8			Tot Pts	Lg Pts
1st Cotswold (Rockpolishers)				
Pundit	T. Macfadyen	Nimbus 2B	800	7
Intermediate	E. Johnston	ASW-20L	419	6
Novice	J. Beard	Pilatus B-4	655	7
2nd Lasham (Southern)				
Pundit	D. Powell	LS-4	885	5
Intermediate	D. Ellis	LS-4	407	4
Novice	G. Gilks	Astir	177	5
=3rd Enstone (Midland)				
Pundit	M. Wells	LS-4	857	6
Intermediate	A. Langlands	K-6E	452	5
Novice	J. Kingerlee	K-6CR	0	2
=3rd Essex (Eastern)				
Pundit	J. Wand	Libelle	385	3
Intermediate	J. Bridge	Jantar	593	7
Novice	M. Stringer	Olympia 463	427	3
5th Southdown (South Eastern)				
Pundit	I. Ashdown	Kestrel 22	724	4
Intermediate	C. Lowrie	Kestrel 19	361	3
Novice	P. Chodera	Sport Vega	590	4
6th Cambridge University (East Anglia)				
Pundit	P. O'Donald	ASW-20L	379	2
Intermediate	R. Maskell	Astir	311	2
Novice	P. Atkin	Skylark 3	636	6
7th Newark & Notts (Northern)				
Pundit	R. Noon	Sport Vega	328	1
Intermediate	D. Prosolek	Dart 17	44	1
Novice	D. Sharp	K-8	0	1

RIETI REVISITED

TED LYSAKOWSKI (Ventus B) was part of the UK expedition to the combined "Pre-World" and Italian Nationals Competitions at Rieti from July 27 to August 9 with Justin Wills and Martyn Wells (both LS-4s) and Ben Watson (team manager). As this is to be the site of the World Championships next year, we asked him to give us some background information of flying in this area. Ted found conditions far better than for the 1st European Championships which he reported on in the October 1982 issue of S&G, p208.

This time we flew further and faster than before and generally had more fun. The task area extended to Florence in the NW, over the spectacular Gran Sasso range to the east and nearly as far as Naples to the SE. The weather was good for sunbathing every day (with perhaps one exception) and very good for flying on at least half of every task. If this implies inconsistency, then this is not so: simply some areas appear to be fairly consistently different from the others.

The area of Perugia and Gualdo Tadino to the NW is typically affected by sea air which comes inland early and, after a brief pause, works, but low. With the aid of light W/NW breeze staying up is not a problem although things do not look too good in the milky blue ahead, with only 1500ft agl on the altimeter and lots of 4000ft mountains ahead. However, the Gualdo Tadino ridge, Monte Subassio near Assisi and Monte Serrano (marked with a TV disc) can generally be relied upon to give enough height for the spectacular home run through one of the valleys near Spoleto.

To the SE, the first part of the run towards Monte Velino rarely looks good even from 9000ft over the local Monte Terminillo. On the initial part of the run the cloudbases (if there are any clouds) are frequently lower than over the local hills south of Rieti but they tend to increase towards Monte Velino which is somewhat capricious and produces either nothing much or fantastic lift up to 9000ft.

Some very spectacular runs

Beyond that lays the flat Avezzano valley with the lines of ridges and mountains some 25 to 35km away. These produce some very spectacular runs and the only trick is to ensure that you do not fall on the wrong side of a wrong ridge. Spectacular, that is, for about 50km beyond which things remain spectacular but may get more exciting as by midafternoon the sea air tends to interfere from the SW and clouds may form in the valleys below; it is all very character forming.

The return from that direction is inevitably into improving conditions over high mountains and eventually towards a fast ridge run home from Monte Velino. If the return leg goes further east the same applies, although the Sulmona valley is a trap for the unwary as it tends to fill up early in the day with sea air from the east and usually does not work. The surrounding hills do and further north is the striking Gran Sasso range where the usual orographic lift may be boosted by the convergence of east and west air and produce 10-12kt lift to heights well above the surrounding terrain. A further 100km to the NNW over Monte Gorzano, Monti Sibelini and other high ground brings you to the area of Gualdo Tadino and the loop is complete. The Gran Sasso and Monte Gorzano range may



be worth a long detour as the new life that can be gained from a good climb there may be a major time saver. The L'Aquila valley between Monte Terminillo and Gran Sasso can be good but is somewhat unpredictable. But if there is any wind there may be wave and then the edges of that valley are the places to look for it.

In effect each valley and each mountain range has its own microclimate and the art is in using these to the best advantage. On good days and/or on good parts of the track the conditions can be very strong with average rates of climb of 10kt plus and the correspondingly high inter-thermal speeds. Martyn Wells was likening these to the conditions at Hobbs.

How does one manage this to the "best advantage" you may well ask? Some mountain/ridge flying experience is essential, ditto some local knowledge plus a good brief on any particular day, plus a lot of confidence and faith in your glider. If the conditions are good and cumulus well in evidence one can be easily tempted into following the clouds and stopping in 8kt (achieved) climbs, whilst the smart thing to do is to follow the hills/mountains and look for 10kt or more. The Italian pilots were ready to offer helpful advice and the words of wisdom by Marco Gavazzi stood me in good stead whenever I stuck by them; but at times this was difficult and then I lost out. "To make good time you must get maximum height over Terminillo and go straight to a quarry on the other side of the L'Aquila valley. You arrive low but the quarry usually works well. You must take the risk." Or "if Monte Velino does not work well you must go ahead, you must not stop." Yes but if you have already arrived at Monte Velino not very high expecting the 10kt round the corner, when then? The answer is still the same.

Including the two compulsory practice days we flew on 12 out of the possible 13 days.

The Standard and Open were run as the Italian Nationals with foreign entries, the 15 Metre Class entirely as the "pre-World" Comp.

Justin and Martyn battled very successfully with the best and ended up without outlandings in the very creditable 6th and 10th overall, this being Martyn's first mountain flying experience. Yours truly landed out unnecessarily on Day 7 and ended up 22nd overall. There were 12 in the Open Class, 36 in the 15 Metre and 31 in the Standard Class.

By comparison with 1982 things were also different on the ground. On arrival the previously bare camp site greeted us with newly planted trees, paved passageways and electric points on each pitch. The organisation, this time headed by the Italian CIVV delegate, Piero Morelli, had been boned into a highly effective machine running as smoothly as the proverbial clock.

Outlandings should really be regarded as bad news. Even if the straight line distance is only 35km away (and from most directions it can hardly be less) the retrieve is likely to take around four hours because of the mountainous terrain. Contrary to popular belief, most valleys have acceptable or good fields, some of which would be suitable for aerotowing, but there are no aerotow field retrieves at Rieti. Some areas, however, have no landable fields and these need to be treated with respect. Also unlike 1982 there was no prangery even though one glider made an emergency landing on the viaduct of an unfinished motorway and another landed *across* a football field, this being the only approach to the only available field within the gliding range. It also had another glider in it!

Should you end up with the impression that this particular pilot has grown rather fond of Rieti, then this is exactly right. For me it is definitely *arrived-erci* Rieti. I am sure our team will have lots of good flying in 1985. For the rest of us Rieti should be a highly recommended alternative to the French sites for mountain flying. In general the Continentals seem to be making more gliding visits to other countries and we seem to be missing out on this. The Channel is a barrier but not a major one and life on the other side can be very enjoyable.

Final results: *Open Class, J. Rantet, France (ASW-22) 8649pts, 2 W. Vergani, Italy (ASW-22) 7872pts, 3 P. Bourgard, Belgium (Nimbus 3) 7776pts; 15 Metre Class, 1 G. Galetto, Italy (ASW-20) 8448pts, 2 A. Petterson, Sweden (LS-3A) 8383pts, 3 A. de Orleans-Borbon, Spain (ASW-20) 8216pts; Standard Class, 1. L. Brigliadori, Italy (Discus) 9181pts, 2 S. Leutenegger, Switzerland (LS-4) 9053pts and 3 K. Holighaus, W. Germany (Discus) 8818pts. British places: 15 Metre Class, 22 E. R. Lysakowski, 6408pts and Standard Class, 6 T. J. Wills, 8362pts and 10 M. Wells, 8254pts.*

MOUNTAIN FLYING

CHRIS GARTON, who would have finished 6th in the European Championships' 15 Metre Class, flying a Ventus B, had a penalty not pushed him down to 9th place, writes about the techniques of flying at Vinon, France, where 66 pilots representing 16 countries competed.

A competition flown from Vinon is entirely a mountain flying contest. However, one has to first reach the mountains and this crucial first step can sometimes prove tricky, since the depth of convection may be shallow over the low plateaux around Vinon itself. Once the mountains have been reached, soaring conditions improve dramatically. The thermals are stronger and go higher, and there is the prospect of running from ridge to ridge without stopping, using the anabatic currents generated by the sun, the wind, or best of all, a combination of both.

The strongest lift is often found between the lower slopes of a mountain and its summit, so the fastest parts of a flight may be largely carried out in this operating band. On the other hand, going too low in the wrong place can be a mistake if one misjudges the valley wind, which is often completely different from the synoptic wind, and a long struggle to climb out again may be the outcome.

One of the most exciting parts of a flight is finding a way through the higher mountains when altitude is restricted by cloudbase or the top of convection. The technique is to take all the height available then head for a col or low point (it is useful to have identified the options at the flight planning stage!) even though it may still appear to represent an insurmountable barrier as you approach. By hugging the side of the mountain to extract the maximum benefit from any anabatic winds, suddenly you find you are just going to get through; the relief as the ground starts to fall away again is enormous. The penalty for getting it wrong, and having to turn back at the last moment to find some more height, or, worse, a different route, can be prohibitive in speed points.

In practice, the whole operation is much safer than it may sound, since there is always the option in the Alps of gliding out into the long deep valleys and covering considerable distances to a known safe landing area or airfield.

Your return is virtually assured

The return to Vinon in the evening is especially interesting. Returning from the north or north-east, you need only to reach the Dormillouse, 66 miles out, at 7000ft, 1000ft below the summit, and your return to Vinon is virtually assured, probably without any further circling. The Dormillouse marks the start of the Parcours des Combattants which, from mid-afternoon onwards, is usually working well over most or all of its length, since by then the south-westerly valley breezes are well-established and combine with the sun's heating to generate continuous streams of lift. From the Cheval Blanc (7628ft, 35 miles out) or the Montagne de Coupe (5525ft, 27 miles out), the final glide into a headwind of 10-15kt and the apparently dead sky over the plateau may seem daunting, remembering too that Vinon is 902ft asl, but in fact the tree-lined river valleys that lead to Vinon produce streams of gently rising air that extend one's glide angle, and the return is far less marginal than it would at first appear.

Since the west-facing mountain slopes continue to be heated by the sun until late in the evening, it is possible to complete tasks very late, and in fact on occasion gliders only just return at nightfall.

Wave can be found from time to time in the summer, either in complete systems or, as in this contest, in isolated local formations. It is not necessarily the fastest way to travel; it may be a better decision to stay down in the thermals and on the ridges. The wave was not of great significance in this contest, except that it did allow pilots to start the task higher on occasions (with a photographic start there is no altitude restriction) and it did enable a few to cross the higher mountains with greater ease.

MARY AT THE REGIONALS

MARY MEAGHER describes her first experience of Regionals

I did *not* sign up to fly with Wilton-Jones (called Willie) in the Booker Regionals. Willie had kindly offered to share his experience in the K-21 during the nine days of the contest, from July 28 to August 5. I was ready to help on the ground, as a good club member should, but the ground seemed the best place to be when the air around Booker was full of flying pundits bent on heroic tasks. Couldn't get there until Sunday mid-day in any case.

I arrived in time to see the launch. Wow! Six tugs a-towing, five maids on wingtips, four hookers hooking, three cadets scrawling, two starters calling and Dee Reeves sending everybody off. The organisation was truly impressive and awe-inspiring. Sixty gliders launched in sixty minutes, one after the other, follow-my-leader, up around and down went the tugs, till the thermal over Lane End had about thirty gliders stacked up in a holding pattern taking turns to cross over the line. It looked just like D-day on the grid. I kept well out of the way until the launch was complete, and spent the rest of the afternoon keeping the log for the workaday club flying and air experience flights. Eager to be of use.

"Just wait till they come back, you'll really see something then, on the finish line" said Dave Richardson. However ... about 1700hrs a band of cloud began to bring down our local excursions. Cryptic calls on the tannoy. "Crew of 724 to control". "Crew of Charlie Mike Pappa to control please". "Crew of 825 come to control" and finally "Is there anyone out there who can help with a retrieve?" That's me. Eager to help I arrived at the office in time to receive a call from Wilton-Jones. Willie had landed ECZ up in Daventry somewhere. If we could find the trailer and somebody to help, we'd meet Willie and Dave Morrison at the Plough Inn and the glider in the field behind the church.

Terry Mitchell and his boy Ian helped to find ECZ's trailer — it wasn't easy to find, but that wasn't because it was small and inconspicuous — it was the biggest trailer of the lot, way down at the end, in a sort of ditch. Hitched onto my middle-aged Ford Escort 1300, I felt like a cockroach towing a church, but keeping at a steady 45mph we made it all the way to the village of Everden, took ECZ apart and got back to Booker by midnight. Not the last ones back, either; nobody made it back that day. There were gliders strewn across the land from Benson to Birmingham, and so many trailers took off down the M40 it looked like a NATO exercise.

It was arranged as a consequence of this retrieve that I would go on Thursday as P2 in ECZ. We spent Thursday watching the rain pour down; it didn't stop until the day was scrubbed at 1500hrs, when of course everyone went off to the bar and the sun came out.

Briefing may be old hat to all you hotshot competition pilots, but I felt very excited and important to be one of the participants on the Friday, Day 5, sitting with Wilton-Jones at a table in the back of the blister hangar with my map and crayon and my copy of the task for the day. Best of all was the weather briefing. At last at last somebody told me what I really wanted to know about the weather. To be given a detailed forecast of winds, visibility, depth and range of thermals, was a joy and a revelation.

The task for the day was Bicester, then up past Bedford to the old brick cooling towers at St Neots, back to Bicester and home. I knew how to get to Bicester, and after that you could follow the railway line past Milton Keynes, over the M-1 to Bedford and straight on downwind to St Neots. "Turn low over Bicester", advised Willie, "and turn high over St Neots, because then we'll be punching into the wind and need a good start".

Camera, juice, water, hat, map, etc all stowed away in the wingroot of ECZ, we

waited our turn on the grid while Willie made his mind up — would it be better to go right away under all that clag or wait for that patch of blue to move up over Booker? We got away about noon. People kept following us. As soon as we got nicely established in a bit of useful lift, eight or nine hot ships came saying thanks very much for finding us a thermal. We were all stacked up over the ridge, waiting to find a good way through a big blue hole. Willie got fed up with all the company and turned back toward Wycombe, however the thermal we had recently departed declined to have us back, and things got really interesting for a bit. I thought we might have to land in the ridge field near the Stokenchurch tower but Press On Willie steamed out over the plain and headed confidently for the Chinnor cement works. "Usually something here" he muttered. And there was. There was a glider down in a field, too, just past Chinnor. He must have been really annoyed to watch us getting away.

We made it to Bicester without difficulty, though the thermals were not very strong, nor could we get very high — about 3400ft at best. All the RAF gliders were away for the week on a Service competition. We photographed the TP, the name in large white letters on the grass. Willie let me fly a bit while he had some lunch. More sunshine now, the day was working better. "Keep your speed up while in sink" said Wille, "and as soon as you feel the lift, pull up." This usually makes me sick. I had, however, prepared for this too, by taking air sickness tablets. They worked. I felt quite fine, even ate a doughnut. Drank a bit of water. Identified points of interest on the ground; Upper Heyford US Airforce base, where the nuclear weapons are kept ready for Armageddon, and Milton Keynes and Bletchley, those vast sprawling new towns with all the tickytacky housing strung together by roundabouts and bicycle paths. And Cranfield aerodrome, a Silver distance from Booker. I took a good look at Cranfield . . . someday I might be able to get there on my own!

In the misty distance, I never did see them clearly, were the stubby round brick towers of St Neots power station. Because the day got better, and we made good progress, Willie let me fly in thermal turns. I found a beauty, best one of the whole day, 10kt up and up, to cloudbase, but we didn't dare go into cloud because the other gliders were coming back our way from the TP and we didn't have a radio. It put us in a splendid position over St Neots though and we took our photos looking right down the chimney. In fact Willie stuck his camera right out of the window and took a picture straight down. No way was I going to stick *my* camera out the window! We turned into wind for Bicester. And porpoised along from cloud to cloud . . . though my technique did not meet with approval.

Some dark soggy clouds

Then Willie said "We've got a problem unless we find something under those clouds way over there". "How about that nice stubble fire?" I suggested. "Can't count on stubble fires" said Willie, and headed over to some dark soggy clouds. Bicester looked a long long way. Under the dark clouds there was nothing but nothing.

Willie headed south to sunshine as ECZ steadily lost height at 4 down. "Better look out for a field" suggested Willie. "We could be down in a hurry at this rate." 1800ft. 1600ft. 1400ft.

Good field there, nice and long, open approach, and it ends up near a farmhouse. Willie flew on. Nice field down there, they've finished making hay, nice green field. Willie flew on. Couple of good ones there, stubble fields, burnt off. That one's no good, still smoking! Willie flew on. We were getting quite low by now. In fact we were at 600ft. A hint of lift, a murmur from the vario, gone again. Scrape scrape. Should we really be doing this now? Too many cows in that field, and that one is full of sheep. Willie flew on, turning and turning, while faint hopes of lift still lingered, but the clock kept on unwinding.

At this point I decided nothing I could say in the way of gentle hints or suggestions was going to do any good, so I shut up and tightened up my straps and watched the cows below bunch into a tight little herd while Willie flew around them. At last he straightened up and over the hedge we went, rattly bang bang, into a field with 70 bullocks. As soon as we rolled up into a corner they broke from the herd and galloped after us just like the crowd on a cricket pitch at the ends of a test match, delighted to see us arrive.

Bernie Fitchett told me once about bullocks and gliders (He found out the hard way.) Bullocks eat gliders. They come crowding round and scratch their horns on the elevators and walk on the wingtips and lick the canopy. I leaped out of my seat and waving my coat I met the thundering herd head on. The torrent divided and flowed round the glider and fetched up against the hedge. Willie went off to find the farmer, and I stayed there fending off bovine curiosity.

When Willis came back he said "The farmer says not to worry about the bullocks, they're used to excitement. Balloon landed in this field last week". Actually we weren't that far from Booker. Dave Morrison showed up with the trailer and a couple of stout lads long before dark. By now we were getting good at taking ECZ to bits. All set to leave, I stopped by the house to thank the farmer. Got bitten by his g.d. dog.

REGIONALS' RESULTS

NORTHERN REGIONALS, Sutton Bank — July 28-August 5
Open Class

No.	Pilot	Sailplane H'cap	Day 1 28.7 169km ▲	Day 2 29.7 182km ▲	Day 3 30.7 163km ■	Day 4 31.7 208.5km double ▲	Day 5 1.8 306km O/R	Day 6 5.8 160km	Total Points
1	Ramsden, P.	112 Kestrel 19	314	791	716	838	716	893	4268
2	Reading, P.	112 Kestrel 19	364	781	826	635	733	582	3921
3	Olender, S.	110 DG-202	491	751	703	531	676	766	3918
4	Austin, D. C.	103 DG-300	348	104	877	721	846	827	3723
5	Walsh, A.	106 Mosquito	114	904	637	563	843	625	3686
6	Mortimer, R.	112 Jantar	322	771	779	861	629	313	3675
7	Hurley, C.	102 ASW-19	505	931	770	0	1000	467	3673
8	Ellis, J. J.	118 Nimbus 2	86	816	769	486	737	754	3648
9	Miller, R. W. A.	108 Janus	95	767	720	531	631	754	3498
10	Cervantes, S.	108 Vega	114	1000	511	82	825	—	
	Tanner, L. E. N.		—	—	—	—	—	942	3474
11	Hunt, S.	103 LS-4	24	951	1000	233	904	368	3380
12	Austin, T. M.	107 ASW-20	119	707	567	530	719	617	3259
13	Brisbourne, R. P.	106 DG-200	*0	896	774	216	712	391	2989
14	Chinn, G. M.	114 Kestrel 19	—	—	419	—	729	—	
	McLean, I.		—	484	—	480	—	740	2852
15	Manley, K.	104 Cirrus	0	726	716	646	424	244	2756
16	Cumner, G.	106 ASW-20	—	698	—	232	—	325	
	Furley, G.		10	—	478	—	605	—	2348
17	Swannack, J.	112 Kestrel 19	—	690	—	0	—	817	
	Rice, J.		0	—	169	—	637	—	2313
18	Lungley, G.	108 DG-200	*0	515	489	0	754	509	2267
19	Loke, J.	103 Phoebus	24	153	542	0	568	DNF	1287
20	Bleakin, L.	118 Nimbus 2	61	48	388	175	465	DNF	1137

Sport Class

No.	Pilot	Sailplane H'cap	Day 1 28.7 169km ▲	Day 2 29.7 126km ▲	Day 3 30.7 119km ▲	Day 4 31.7 104.25km ▲	Day 5 1.8 306km O/R	Day 6 5.8 112km ■	Total Points
1	Wilby, C.	96 Libelle	615	804	852	461	922	735	4389
2	Langrick, D. J.	98 Std Cirrus	151	899	801	502	928	707	3988
3	Baines, R.	96 Libelle	376	715	—	542	—	836	
	Holland, P.		—	—	738	—	736	—	3943
4	Taylor, K.	84 Skylark 3B	253	789	864	232	919	749	3806
5	Ward, M.	92 Zugvogel 3B	119	741	847	164	941	710	3522
6	Hodsman, D.	95 K-21	126	680	703	523	1000	DNF	3032
7	Benniston, G.	94 Dart 17	44	580	570	216	825	753	2988
8	Bond, M.	96 Cobra	*0	602	368	206	891	745	2812
9	Hannigan, R.	84 Skylark 3F	0	—	—	303	525	746	
	Rogers, N.		—	581	374	—	—	—	2529
10	Nash, S. R.	96 Cobra	69	495	580	241	757	319	2461
11	Tapson, B.	98 ASW-19	115	644	774	146	359	258	2296
12	Brook, M.	100 SHK	126	152	770	0	830	380	2258
13	Taylor, C.	98 ASW-15	DNF	320	571	0	742	258	1891
14	Rees, A. J.	96 Libelle	103	92	368	291	748	266	1868
15	Bohlman, S. P.	98 DG-101	151	589	93	518	429	DNF	1780
16	Griffin, B. J.	78 Skylark 2	175	485	43	148	557	370	1609
17	Svenson, B.	82 Olympia 463	87	—	468	—	441	—	
	Jones, G.		—	210	—	0	—	342	1548
18	Spencer, J.	84 K-6CR	87	338	517	0	525	DNF	1467
19	Acey, E. A.	90 K-6E	79	—	40	—	433	—	
	Hunter, A.		—	196	—	263	—	442	1453
20	Roddie, D.	84 K-6CR	41	523	434	245	DNF	DNF	1243

* = photographic penalty; DNF = did not fly.

INTER-SERVICE REGIONALS, RAF Hullavington — July 31-August 10
Open Class *(handicap 104+)*

No.	Pilot	Sailplane H'cap	Day 1 31.7 192.5km ■	Day 2 1.8 165km ▲	Day 3 3.8 158.5km ▲	Day 4 5.8 381km ▲	Day 5 6.8 173km ▲	Day 6 8.8 203.5km ▲	Day 7 9.8 210km ▲	Total Points
1	Webb, M.	114 Ventus B	678	709	689	1000	731	603	1000	5410
2	Hartley, K. J.	130 Nimbus 3	*686	622	589	970	793	*584	959	5203
3	Lenz, N.	108 LS-3a	853	786	794	996	363	412	973	5177
4	Feakes, R.	130 Nimbus 3	496	548	531	858	812	458	787	4490
5	Saundby, R. P.	108 ASW-20	*844	683	682	405	633	74	787	4108
6	Delafield, J.	106 Janus C	—	629	—	*891	—	453	—	
	Joint, T.		*521	—	685	—	73	—	826	4056
7	Richie, P. J.	108 Mini Nimbus	554	686	*532	*907	*121	223	924	3947
8	Cockburn, D.	104 Janus B	788	658	494	905	138	86	871	3940
9	Hogg, A. J.	114 Ventus	560	648	668	862	208	0	877	3801
10	Spottiswood, J. D.	114 Ventus	*607	624	515	433	756	123	692	3750
11	Hymers, S.	108 Mosquito	748	672	692	317	388	71	846	3734
12	Mulholland, S.	108 Mini Nimbus	642	188	*551	317	—	—	—	
	Gorley, T.		—	—	—	—	827	145	988	3658
13	Hawkins, P.	108 Mini Nimbus	*597	585	672	251	208	*167	992	3472
14	Harmer, P. M.	112 Kestrel 19	681	546	533	408	338	0	760	3266
15	Tootell, W.	108 ASW-20	110	579	*526	946	350	137	*0	2648
16	Johnson, A. S.	106 Janus C	405	*334	423	326	*341	34	764	2627
17	Kosak, J. G.	108 PIK 20b	321	445	358	*144	350	22	*667	2307
18	Batchelor, A. M.	111 ASW-20L	0	295	169	471	*305	54	446	1740

Sport Class *(handicap 97-103)*

No.	Pilot	Sailplane H'cap	Day 1 31.7 138.4km ▲	Day 2 1.8 129km ▲	Day 3 3.8 158.5km ▲	Day 4 5.8 311km ■	Day 5 8.8 203.5km ▲	Day 6 9.8 182km ▲	Total Points
1	Kiely, K.	100 ASW-19	773	707	823	1000	160	905	4368
2	Buckner, K. R.	97 Astir 77	828	567	835	985	80	765	4060
3	Hardy, M. F.	100 Cirrus 75	783	733	696	605	228	1000	4045
4	Buckner, G. G.	103 Pegasus	817	442	720	992	*157	698	3826
5	Edyvean, J.	100 ASW-19B	809	628	842	734	0	757	3770
6	Harkins, A. O.	103 LS-4	769	530	727	757	173	693	3649
7	Clarke, A. J.	103 LS-4	748	436	969	988	135	134	3410
8	Terry, C. J.	99 Astir 77	741	643	761	693	0	521	3359
9	Gildea, C. J.	100 SHK	686	397	527	*681	0	712	3003
10	Logan, M. W. B.	97 Astir	363	454	776	499	100	412	2604
11	Mitchell, K.	100 Std Cirrus	DNF	DNF	908	706	88	819	2521
12	Dean, M. J.	100 DG-100	833	184	652	204	133	405	2411
13	Thompson, A. A.	99 Astir CS	220	649	557	189	8	685	2308
14	Murphy, N. L.	103 LS-4	*201	163	*462	531	198	730	2285
15	Lee, M. E.	100 ASW-19B	762	211	529	204	0	569	2275
16	Hanson, R. G.	99 Astir 77	650	333	*494	325	0	423	2225
17	Gibbs, R. I.	99 Astir 77	277	310	627	325	48	561	2148
18	Wright, S. D.	97 Astir CS 77	414	439	*491	519	125	79	2067
19	Spiller, R. W.	99 Astir CS	579	411	461	93	0	428	1972
20	Armstrong, P. W.	97 Astir CS 77	0	167	671	716	80	0	1634
21	Oswald, C. J. Bickers, R.	97 Astir	273 —	— 468	0 —	— 83	8 —	— *622	1454
22	Truelove, O. J.	99 Astir CS	*336	402	0	90	0	*403	1231
23	Cook, J. H.	97 Astir CS	0	*301	*428	145	0	40	914

Club Class *(handicap 96 and below)*

No.	Pilot	Sailplane H'cap	Day 1 31.7 86.5km O/R	Day 2 1.8 108.5km race	Day 3 3.8 116km ▲	Day 4 5.8 311km ■	Day 5 6.8 140km O/R	Day 6 8.8 108km ▲	Day 7 9.8 109.5km ▲	Total Points
1	Odell, J. H.	86 K-18	657	360	836	993	145	180	580	3771
2	Somerville, A.	93 K-21	540	579	838	470	542	103	639	3711
3	Eagles, T. W.	86 K-18	565	379	523	58	816	110	935	3386
4	Smith, J. L. J.	82 Pirat	725	375	430	369	445	3	833	3180
5	Millington, R. C.	84 K-6CR	192	67	378	*950	587	170	631	2975
6	Matthews, G.	86 K-18	*427	422	486	482	445	68	511	2841
7	Sharpe, G. J.	95 K-21	497	349	484	54	600	103	703	2790
8	Stingemore, G. P.	90 K-6E	*53	367	686	445	437	100	495	2583
9	Knowles, J. A.	96 Sport Vega	501	343	*287	447	300	90	595	2563
10	Reed, I. B.	94 Dart 17R	499	*118	454	189	252	180	625	2297
11	Murray, R. G. M.	96 Sport Vega	*414	476	*362	0	300	68	*650	2270
12	Moules, K. A.	86 K-18	517	433	34	213	100	250	*406	1953
13	Bamfather, C. L.	86 K-18	*71	437	628	213	0	68	174	1591
14	Jones, R. G.	94 Dart 17R	369	240	*354	140	0	0	372	1475

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

BOOKER REGIONALS — July 28-August 5
Open Class

No.	Pilot	Sailplane H'cap	Day 1 28.7 193.2km O/R	Day 2 29.7 288.7km ■	Day 3 31.7 180.4km ▲	Day 4 1.8 401km ■	Day 5 3.8 233.6km O/R	Day 6 5.8 307.5km ▲	Total Points
1	Stone, A. J.	107 Ventus A	959	926	723	1000	1000	750	5358
2	Watt, D. S.	108 Janus C	944	960	846	889	492	1000	5151
3	Jones, R.	130 Nimbus 3	676	834	739	947	967	809	4972
4	Forsey, L. K.	111 ASW-20L	899	978	746	852	511	854	4840
5	Scott, T.	106 Mosquito	1000	1000	*590	897	*463	866	4616
6	Emmett, M. Sheard, P. G.	112 Ventus B	859 —	941 —	— 550	— 651	898 —	655 —	4751
7	Hancock, A. Gaunt, T. R. K.	112 Kestrel 19	758 —	919 —	— 741	— 700	— 896	739 —	4753
8	Caunt, D.	116 Nimbus 2	807	772	652	812	956	608	4607
9	Freeman, D.	111 ASW-20L	900	889	770	854	*460	706	4579
10	Thick, M.	111 ASW-20L	839	951	693	670	*739	677	4569
11	Murphy, T.	106 PIK 20D	871	815	701	866	516	763	4532
12	Pozerskis, A.	118 Nimbus 2	812	916	585	743	*754	624	4434
13	Jones, P.	114 Ventus B	622	923	*619	665	826	706	4361
14	Campbell, D. R.	111 ASW-20L	180	993	676	827	954	694	4324
15	Cook, I.	106 Mini Nimbus	875	870	493	774	477	796	4285
16	Johnston, E.	112 Kestrel 19	790	680	674	825	474	625	4258
17	Pozerskis, P.	116 ASW-17	881	772	611	*844	*892	26	4026
18	Ellis, J. J.	106 ASW-20	853	854	0	817	860	633	4017
19	Glossop, J. D. J.	116 ASW-17	204	933	692	899	*425	743	3896
20	Baker, R. Baker, P.	108 ASW-20	892 —	— 929	*653 —	— 707	519 —	0	3700
21	Mather, A.	111 ASW-20L	732	*901	671	715	454	0	3473
22	Manwaring, A.	108 DG-200	228	927	541	299	519	655	3169
23	Wise, B.	111 ASW-20L	867	671	90	722	793	10	3153
24	Young, J. R.	114 Ventus B	204	657	615	112	515	656	2759
25	Quilter, T. Harborne, P.	118 Jantar	147 —	— 916	— 135	498 —	— 412	— 551	2654
26	Watson, Trish	118 Nimbus 2	790	868	447	871	0	0	2192
27	Hegner, A.	111 ASW-20L	828	0	0	0	0	0	828

Sport Class

No.	Pilot	Sailplane H'cap	Day 1 28.7 164.7km ■	Day 2 29.7 221.6km ▲	Day 3 31.7 180.4km ▲	Day 4 1.8 303.5km ▲	Day 5 3.8 215.8km O/R	Day 6 5.8 210km ▲	Total Points
1	Dall, R.	96 Sport Vega	684	733	814	970	866	691	4758
2	Young, M.	103 Pegasus	660	758	*729	938	856	740	4721
3	Bridges, R.	102 ASW-19	606	807	730	929	917	728	4716
4	Aldis, C. J.	100 Std Cirrus	724	509	722	974	935	755	4619
5	Keogh, B.	101 LS-4	872	782	619	831	846	586	4536
6	Aspland, W.	100 ASW-19	724	825	928	281	918	808	4484
7	Cockett, T.	96 Libelle	767	787	1000	1000	94	796	4444
8	White, S. A. Alway, J.	103 Pegasus	— 90	798 —	830 —	— 959	1000 —	— 681	4358
9	Jeffries, J. J.	100 ASW-19	507	661	783	862	823	632	4268
10	Duffin, E.	101 Std Jantar	647	754	571	861	741	570	4144
11	Parker, T.	100 ASW-19	702	825	718	832	464	57	3598
12	Born, A.	96 Std Cirrus	681	561	766	817	772	0	3597
13	Light, P.	108 Glasflügel 304	96	645	633	947	423	680	3424
14	Warren, J.	100 Std Cirrus	622	659	524	728	841	0	3374
15	Biggs, S.	103 LS-4	624	*615	*0	968	503	596	3306
16	Hayden, T. Lyons, R.	98 Libelle	570 —	— *461	— 711	695 —	1 —	628 —	3066
17	Betsin, E.	100 Pegasus	58	518	563	692	484	648	2963
18	McAndrew, G.	100 SHK	629	721	744	865	0	0	2959
19	Collins, M.	97 Astir CS	439	439	390	*534	533	591	2926
20	Fox, R.	96 Cobra	18	433	647	742	556	0	2396
21	Fairman, M. Marlow, T.	100 ASW-19	— 89	426 —	— 434	815 —	— 457	0 —	2221
22	Gibson, N.	98 ASW-15	105	584	146	611	522	0	1968
23	Davey, R. Gunner, T.	108 Mini Nimbus	17 —	— 450	*473 —	— *0	461 —	— 0	1401
24	Terry, R.	100 ASW-19	100	538	0	*0	510	0	1148

* = *penalty.*

LASHAM REGIONALS — August 11-19
Group A *(handicaps ≥ 104)*

No.	Pilot	Sailplane H'cap	Day 1 11.8 326km ▲	Day 2 12.8 319km ▲	Day 3 14.8 224.8km ▲	Day 4 16.8 143.2km ▲	Day 5 18.8 145km ▲	Day 6 19.8 329km ▲	Total Points
1	Bally, J. D.	111 ASW-20	891	865	945	66	629	990	4386
2	Pentecost, P. R.	112 Kestrel 19	801	882	746	210	743	963	4345
3	Lovell, C. D.	106 Mosquito	900	845	457	212	706	937	4057
4	Bradney, F. G.	106 Vega	806	827	679	20	727	859	3918
5	Watson, A. J.	108 Mosquito	885	854	334	208	665	892	3838
6	Bastin, J. C.	106 Mosquito	744	896	586	47	675	888	3836
7	Stuart, T.	106 ASW-20	969	1000	527	66	265	986	3813
8	Gaunt, T. Hancock, A.	112 Kestrel 19	920 —	931 —	— 120	— 43	830 —	950 —	3794
9	Jones, P. R.	114 Ventus	1000	835	171	40	632	1000	3678
10	Crouch, R.	114 Ventus	790	864	66	59	757	924	3460
11	Fleming, A. M.	118 Nimbus 2	731	913	171	41	732	848	3436
12	Murdoch, I. H.	108 Glasflügel	304 751	892	91	55	684	865	3338
13	Corbett, C. G.	106 Mini Nimbus	740	785	231	50	654	859	3319
14	Gentry, J. West, D.	112 Kestrel 19	— 619	804 —	— 136	203 —	— 559	824 —	3145
15	Dixon, R.	110 LS-3	783	756	226	30	511	775	3081
16	Brisbourne, R. P.	106 DG-200	744	764	150	50	*625	739	3072
17	Manwaring, A. J. Ley, J. M.	108 DG-200	— 447	753 —	— 145	202 —	— 409	748 —	2704
18	Evans, M. J.	112 Kestrel 19	62	0	831	71	622	783	2369
19	Taylor, P.	108 Vega	597	213	139	58	370	678	2055
20	Morris, B. Bell, P. D.	108 Mini Nimbus	903	142	264	61	473	DNF	
21	Lincoln, A. K. Charlton, N. G.	104 PIK 20	771 —	— 359	153 —	— 68	256 —	— 64	1671

Group B *(handicaps ≥ 103)*

No.	Pilot	Sailplane H'cap	Day 1 11.8 261.5km ▲	Day 2 12.8 319km ▲	Day 3 14.8 156.6km ▲	Day 4 17.8 208.5km ▲	Day 5 18.8 145.2km ▲	Day 6 19.8 329km ▲	Total Points
1	Langrick, J.	100 ASW-19	931	908	196	157	942	1000	4134
2	Powell, D. B.	101 LS-4	1000	893	143	170	957	952	4115
3	Stewart, K.	96 Twin Astir	976	1000	271	43	744	968	4002
4	Giddins, J. B.	100 Std Cirrus	862	923	225	51	1000	918	3979
5	Allen, M. D.	100 Std Cirrus	826	856	239	21	753	934	3629
6	Tapson, B.	103 LS-4	838	864	209	35	762	824	3532
7	Guthrie, P. A. I.	100 ASW-19	795	867	275	35	733	787	3492
8	McAndrew, G. E.	100 SHK	650	829	151	170	673	853	3326
9	Day, M. T.	101 LS-4	858	766	169	40	544	923	3300
10	Smithers, J. W.	100 ASW-19	874	744	275	37	641	698	3269
11	Wesley, J.	98 Std Cirrus	845	806	234	39	549	725	3198
12	Lucas, A.	97 Astir CS	458	814	206	161	667	887	3193
13	Mummery, S.	100 Cirrus 75	668	427	161	39	682	851	2828
14	Disdale, P. J. Ross, P.	90 SF-27	— 742	527 —	— 292	53 —	— 741	365 —	2720
15	Wand, J. S. Newland-Smith	96 Libelle	922 —	— 433	195 —	— 24	760 —	— 282	2616
16	Lines, K. S.	99 Astir CS	325	282	210	41	441	675	1974
17	Haughton, S.	96 Cobra	472	*351	238	51	592	DNF	1704
18	Becker, P. G.	84 K-6CR	35	435	250	51	598	331	1700
19	Blundell, S. G. Rayner, G.	96 Sport Vega	106 —	— 196	DNF —	— 0	25 —	DNF —	327

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

ENSTONE REGIONALS, Enstone Airfield — August 18-27
Open Class

No.	Pilot	Sailplane H'cap	Day 1 18.8 217km ▲	Day 2 19.8 252.5km ▲	Day 3 20.8 183km ▲	Day 4 21.8 211km ■	Day 5 24.8 217.5km ▲	Day 6 26.8 194km O/R	Day 7 27.8 167km ■	Total Points
1	Woodford, J.	111 ASW-20L	801	1000	970	669	315	430	628	4813
2	Costin, M.	118 Nimbus 2C	932	872	920	688	140	345	904	4801
3	Ellis, J. J.	118 Nimbus 2	704	821	781	424	265	734	786	4515
4	Wise, B.	111 ASW-20FL	737	950	978	661	160	415	694	4495
5	Hawkins, P.	106 Nimbus 15C	664	977	949	751	290	405	330	4366
6	Wright, R.	108 Mini Nimbus	237	*933	1000	75	230	255	1000	3730
7	Phillips, D.	112 Jantar	*700	917	641	471	140	380	438	3687
8	Andrews, P.	108 Mini Nimbus	81	823	859	417	255	395	838	3668
9	Metcalfe, J.	112 Kestrel 19	361	869	818	0	155	365	891	3459
10	Wilson, T.	112 Kestrel 19	*680	745	754	0	270	0	594	3043
11	Cox, F. West, S.	104 PIK 20D	— 412	†169 —	— 656	— 502	180 —	— 0	581 —	2500
12	Hall, A.	104 PIK 20D	136	†169	0	530	285	375	0	1495
13	Snow, A.	104 PIK 20D	93	†0	402	129	235	0	599	1458
14	Szabo-Toth, G. O'Brien, N.	106 LS-3A	369 —	— 0	342 —	— 0	50 —	— 0	476 —	1237
15	Sampson, D.	108 DG-202	DNF	DNF	DNF	DNF	DNF	280	760	1040
16	Davies, M.	108 LS-3A	23	†159	†0	0	135	255	32	604

Sport Class

No.	Pilot	Sailplane H'cap	Day 1 18.8 118.5km ▲	Day 2 19.8 252.5km ▲	Day 3 20.8 133km ▲	Day 4 21.8 190km ■	Day 5 24.8 149.5km ▲	Day 6 26.8 140km O/R	Day 7 27.8 120.5km ▲	Total Points
1	Hutchinson, S.	99 Astir	889	815	696	945	290	839	617	5091
2	Smith, G.	99 Std Jantar	906	955	617	910	0	888	717	4993
3	Crawshaw, G.	98 DG-100	838	722	680	*816	245	927	647	4875
4	Camp, G. W. G.	100 DG-100	855	1000	731	798	500	248	627	4759
5	Cowderoy, R. L.	103 Pegasus	784	762	632	781	225	829	653	4666
6	Hamill, E.	98 ASW-19	344	841	776	518	685	893	453	4510
7	Jordy, M.	84 K-6CR	629	777	652	944	270	492	576	4340
8	Craig, G.	98 Std Cirrus	682	786	546	831	220	771	293	4129
9	Richardson, D.	101 Pegasus	757	811	616	794	*411	244	444	4077
10	Dunthorne, P.	84 Skylark 3A	*674	*670	472	†394	320	717	416	3663
11	Palmer, G.	98 ASW-15A	210	656	498	576	345	798	506	3589
12	Cox, A.	94 Foka 5	530	†139	586	609	365	747	465	3441
13	Ellis, C. A. P.	94 Dart 17R	619	*563	571	584	365	407	279	3388
14	Fraser, I.	103 LS-4	837	785	294	0	80	818	567	3381
15	Nash, J.	96 Libelle	531	334	285	489	255	682	326	2902
16	Hawkins, P.	100 Std Cirrus	DNF	DNF	769	0	435	967	696	2867
17	Bogdiukiewicz, S.	90 Sie 3	311	458	363	203	145	445	DNF	1925
18	Ilott, E.	90 K-6E	206	†147	'249	16	50	747	332	1747
19	Finn, H. Swann, C.	92 Pilatus B-4	39 —	— 80	271 —	— 373	0 —	— 421	143 —	1327
20	Jones, N. Evans, S.	92 Bergfalke 4 (Flying as P2 every day)	170	0	314	53	0	288	159	984

*DNF = did not fly; * = photographic penalty; † = no control penalty and ' = barograph penalty.*

GEC AVIONICS OPEN CLASS NATIONALS

Lasham — August 11-19

JOHN WILLIAMSON

Photographs by JANE RANDLE

We had been here before! The sense of *déja vu* was irresistible! The same cast, the same props! Marconi Avionics posters adorned the gateway into Lasham; the start/finish observation platform similarly decorated. Director, Chris Day; meteorologist, Tom Bradbury; marshal, Tim O'Donovan and his "little green men"; airspace and military, Bob Bickers; startline, Christine Dean and photographs, Carol Day. One obvious difference was a modest brown (Air Force Tactical) tent in place of the splendid white and blue marquee for David and Anne Ince's public relations act. Marconi were not actually present in force — Farnborough International claimed their allegiance in 1984 — but they promised to be back next year.

For most of the 80 competitors in the Open Class Nationals and the two Classes of the Lasham Regionals the familiar scene must have dimmed the memory of the twelve months that had intervened since they left last year. A few new faces in the Regionals; one or two new gliders in the Open. The weather? An extension of the long, hot summer. Azores high spread-eagled over us with slow, lazy changes from good, to poor, to hazy, to good. Stubble fires less evident this year, and never on Sundays! The new code was beginning to bite.

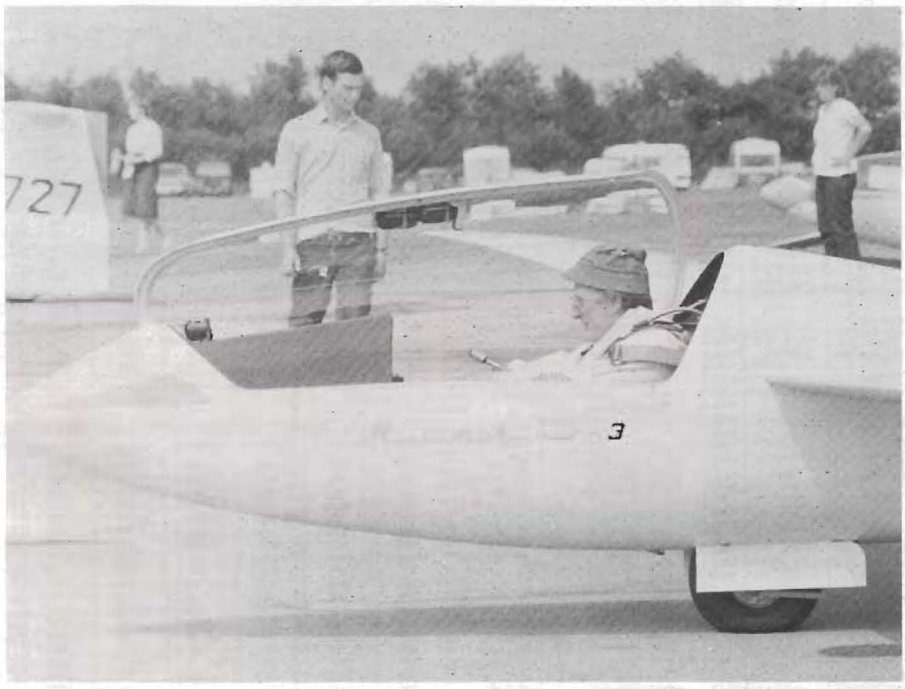


Mike Throssell (Janus C), who came 11th, was one of four to finish on Day 3. Mike flew with Air Cadets during the contest and is photographed with Peter.

The Tasks

Ranging from 405 to 208km, the six tasks aimed the field west and north to fly at least part of each day over the familiar southern chalklands and up into the Cotswolds. Brize Norton zone offered its usual problems but even in the poorer visibility no one got lost and no infringements were reported.

One problem, brought on by the sheer performance of the latest sailplanes, is in extending the task far enough in our small island and in dubious weather, to ensure that the winners fly at least for two-and-a-half hours and at the same time avoid stranding the back-markers in some remote spot! In the event only one day was devalued by undersetting, when Al Kay in the ASW-22 romped home out of the murk at an average of 96km/h, in visibility that made it look dangerous to fly at all. Another day was devalued by the shortage of pilots achieving the magic "Y", which in Nationals these days has to be half the task length. Of the remaining four tasks, two barely avoided relegation as the winner, Ralph Jones in each case, just failed to break the 2½hrs.



David Innes on the grid with Richard Innes, his son and crew, in the background.

Alarums and Excursions

There were 231 contest launches (in the Open Class) and two casualties. This spectacular event was on Day 4, when, in really poor visibility compounded locally by a large stubble fire, Michael Thick and George Cumner met over the start gate in their ASW-20s. Both pilots baled out. George went without a hitch but Michael used the wrong canopy jettison procedure and was delayed for several seconds. Michael is a medic and had been gathering data, from various devices taped to his body, on the stress levels encountered by glider pilots in competitions. His

' *Since the Nationals Marconi Avionics have changed their name to GEC Avionics.*

apparatus no doubt blew a fuse at this contretemps but soon he too was safely on his way down. There followed a most commendable sequence of rescue operations. Even as the parachutes were floating down, just visible from the launch point, Brian Spreckley sprinted for a spare tug, which was fortunately fitted with full VHF, and was airborne in seconds. Tim O'Donovan relayed to him the Farnborough VHF frequency; Farnborough called Odiham on the military UHF; Odiham diverted two Pumas on local flying detail to search and rescue. Within five minutes of the collision Michael was delivered by one Puma back to Lasham and George by the other to sick quarters at Odiham, five miles away, for a quick check up. Meanwhile Christine monitored the remaining pilots on their way along the task.

The Winners

Ralph Jones took four days outright and the Open Class title. He flew magnificently and it is good to see him still on top form. Watch out, World! He turned in two of the fastest times ever in the UK over such long tasks, with 118km/h over 405km, and 122km/h over 329km.

John Delafield was very consistent, winning no day outright but never lower than 4th, to come 2nd overall. Al Kay won one day, dipped a bit on two, to finish 3rd. David Innes was the other day winner, but a poor Day 3 pulled him back to 4th overall. Chris Rollings was top "non-Super-ship" at 5th in his Jantar 2, while Hamish Brown, whose elderly Kestrel 19 thinks it is really a Nimbus 2, took the 19 Metre cup at 8th overall. Mike Throssell, flying the Air Training Corps Janus, was one of only four pilots not to land out at all, although two poorish days at the end put him back to 11th. John Cardiff, current 15 Metre Class Champion, topped the gaggle of 15/17 types in his ASW-20, flown at 15 metres throughout.



Philip Jones, winner of Day 1 and Day 6 in the Lasham Regionals Class A and the Open Class Champion's son, is photographed with Judy Delafield whose father John was 2nd in the Nationals.

The Other Prizes

Amongst the plethora of daily prizes, ranging from spanners to bottles of wine, there were "specials" — charming little fans, awarded, presumably, on the basis of who needed most to keep their cool. Jane Jones was given the first of these at the second briefing, after husband Ralph and son Philip had collected their own prizes for winning the first day in their respective contests. They did it again on the last day. Presumably the fan had done it's job! Well done, Jane!

Au Revoir

Thus it ended. We all went home. We shall be back. *Au revoir* Lasham and GEC Avionics until 1985.

FINAL RESULTS

Open Class

Pos	Pilot	Glider	Day 1 11.8 405km ▲ Bradford-on-Avon, Leicester			Day 2 12.8 319.9km ▲ Stratford-on-Avon, Bath			Day 3 14.8 216.5km ▲ Cirencester, Colerne A/F			Day 4 17.8 208.5km O/R *via* Birdlip, Cirencester			Day 5 18.8 251km ▲ Hungerford, M1/A508 junc, Northampton			Day 6 19.8 329km ▲ Cirencester, Husbands Bosworth A/F			Total Points
			Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Dist (Speed)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	
1	Jones, R.	Nimbus 3	118.36	1	1000	95.773	2	981	(85.892)	1	731	80.000	5	746	91.362	1	1000	122.89	1	1000	5458
2	Delafield, J.	Nimbus 3	107.25	3	863	95.102	4	971	(69.749)	3	710	86.083	2	787	85.080	3	903	114.23	2	906	5140
3	Kay, A. E.	ASW-22	111.27	2	912	95.236	3	973	186.7	=6	574	96.869	1	861	82.598	7	864	114.07	3	904	5088
4	Innes, D.	Nimbus 3	105.77	5	844	97.120	1	1000	169.1	16	513	85.836	3	786	83.623	5	880	105.35	4	810	4833
5	Rollings, C. C.	Jantar 2	99.745	11	770	82.780	16	795	(70.100)	*2	711	67.747	15	662	76.811	=13	774	96.977	9	719	4431
6	Joint, T.	Nimbus 3	94.932	24	711	86.195	9	844	159.7	19	481	68.116	13	665	87.495	2	940	101.88	6	772	4413
7	Roberts, D. G.	Nimbus 2	102.42	7	803	85.549	11	835	162.6	18	491	84.285	4	775	78.479	11	800	94.382	=12	690	4394
8	Brown, H. F.	Kestrel 19	101.76	8	795	86.350	8	846	162.9	17	492	67.833	14	663	80.379	8	830	98.438	7	735	4361
9	Glossop, J. D. J.	ASW-17	100.96	9	785	80.447	19	762	172.0	=13	523	67.497	17	660	76.785	=13	774	97.422	8	723	4227
10	Cruse, C. M.	Nimbus 2c	107.03	4	860	88.599	6	878	171.6	15	522	74.343	7	707	83.770	4	882	(294.9)	35	295	4144
11	Throssell, M. G.	Janus C	95.672	19	720	76.671	32	708	(63.804)	4	703	73.933	8	704	68.734	25	649	87.349	25	614	4098
12	Hartley, K.	Nimbus 2	99.108	13	762	83.857	14	810	83.12	=25	217	73.780	9	703	79.327	9	813	102.72	5	781	4086
13	Cardiff, J. D.	ASW-20	105.30	6	839	94.634	5	964	66.19	32	159	78.470	6	735	83.276	6	875	(300.9)	34	302	3874
14	Moulang, A. P.	ASW-20L	89.656	=32	645	79.779	22	752	176.9	=9	540	(206.8)	21	525	70.279	23	673	91.035	18	654	3789
15	Davies, F. J.	Kestrel 19	96.164	16	726	81.527	17	777	173.3	=11	528	(200.0)	22	506	72.379	21	706	77.330	29	505	3748
16	Pozerskis, A.	Nimbus 2B	99.575	12	768	87.576	7	864	150.2	21	448	(125.3)	36	*124	79.042	10	809	96.286	10	711	3724
17	Morris, G. D.	ASW-20L	91.792	28	672	78.439	24	733	140.0	=22	413	62.715	19	628	74.560	17	740	79.428	28	528	3714
18	Foot, R. A.	Nimbus 2c	92.531	27	681	80.346	20	760	186.7	=6	574	70.410	11	680	73.230	34	*319	94.314	=12	690	3704
19	Purdie, P. G. H.	Nimbus 2	98.720	14	757	83.693	15	808	37.06	=37	59	65.387	18	646	73.992	18	731	93.756	15	684	3685
20	Cole, R.	Ventus	95.429	21	717	84.397	13	818	172.0	=13	523	(142.3)	=29	344	68.323	26	643	87.814	24	619	3664
21	Jefferyes, M. B.	DG-202	100.42	10	778	85.277	12	831	85.94	24	227	67.570	16	661	58.161	33	485	92.574	17	671	3653
22	Pozerskis, P.	ASW-17	97.124	15	738	85.708	10	837	38.74	=34	65	71.804	10	690	67.115	27	624	94.187	14	688	3642
23	Cook, P. G.	Nimbus 2c	95.180	22	714	77.893	29	725	38.74	=34	65	68.923	12	670	78.086	12	794	90.833	19	652	3620
24	Bishop, J. M.	Ventus	(395.3)	40	261	77.573	30	721	176.9	=9	540	61.949	20	622	76.694	15	773	93.066	16	676	3593
25	Bird, M.	ASW-20	89.590	=32	645	79.025	23	741	190.7	5	587	(125.3)	=32	296	70.763	22	681	88.811	23	630	3580
26	Docherty, T. P.	Nimbus 2	95.622	20	719	70.245	35	616	177.2	8	541	(196.0)	24	495	62.786	31	557	88.877	22	631	3559
27	Reading, P. T.	Kestrel 19	93.193	=29	*669	81.063	18	771	83.12	=25	217	(178.9)	25	447	73.100	19	717	89.831	20	641	3462
28	Szulc, B. J.	Ventus	96.120	17	725	78.268	25	731	79.01	=28	203	(198.1)	23	501	72.472	20	707	79.471	27	529	3396
29	Norrie, A.	Ventus	95.056	23	712	75.561	33	692	79.01	=28	203	(159.6)	=27	393	71.064	28	*585	95.160	11	699	3284
30	Sole, L. J.	Ventus	95.779	18	721	78.157	26	729	77.59	31	198	(.2828)		0	75.977	16	762	89.392	21	636	3046
31	Piggott, A. D.	Janus C	93.234	26	690	79.510	27	*728	37.05	=37	59	(176.0)	26	439	64.452	29	583	79.973	26	534	3033
32	Gardiner, D.	Kestrel 19	74.342	38	456	69.009	36	598	173.5	=11	528	(92.22)	35	203	60.738	32	525	76.273	30	494	2804
33	Olender, S.	Kestrel 19	89.381	34	642	(286.7)	38	272	79.11	=28	203	(142.3)	=29	344	68.938	24	652	76.171	31	493	2606
34	Russell, F. K.	Glasflügel 604	70.501	39	409	62.014	37	498	83.12	=25	217	(142.3)	=29	344	64.004	30	576	69.576	32	421	2465
35	Miller, R.	Janus C	86.546	36	607	72.845	34	653	49.66	33	102	(125.3)	=32	296	(202.2)	35	230	(317.9)	33	320	2208
36	Cousins, R.	ASW-20L	86.036	37	601	77.060	31	713	28.90	40	31	(159.6)	=27	393	(185.6)	36	209	(88.06)	36	73	2020
37	Tull, V. F. G.	Kestrel 19	91.602	=29	669	77.972	28	726	37.06	=37	59	(120.4)	34	282	DNF			DNF			1736
38	Thick, M.	ASW-20L	94.674	25	707	79.962	21	755	38.74	=34	65	(0)		0	DNF			DNF			1527
39	Cumner, C.	ASW-20L	89.915	31	649	(285.0)	39	270	140.0	=22	413	(0)		0	DNF			DNF			1332
40	Batty, C. J.	Vega	89.125	35	639	(207.4)	40	191	154.0	20	461	DNF			DNF			DNF			1291

* = penalty: DNF = did not fly.

Excellence by any name



The GEC Avionics National Gliding Championships

On 1st September 1984 Marconi Avionics, who have sponsored the National Open Class Gliding Championships for the past two years, became GEC Avionics.

But our sponsorship of the Championships is unaffected. We now look forward to next year's **GEC Avionics National Gliding Championships** as keenly as ever.

Gliding needs a sympathetic sponsor. In seeking to encourage 'excellence in aeronautics' – the theme adopted for these Championships – GEC Avionics hopes to focus interest on a nationally important sport in a way which is consistent with the aims of aviation in general. Many leading personalities in the aerospace industry, government establishments and other organisations are now being introduced to gliding, and we believe a good start has been made in fanning the interest of people in aerospace and related high-technology industries whose future support and enthusiasm are important to all who make gliding their sport.



We congratulate the Lasham Gliding Society and the British Gliding Association for the way in which the 1984 Championships were conducted, and offer our thanks to all who supported the Championships by taking part.

1983
The Queen's Award for Export Achievement
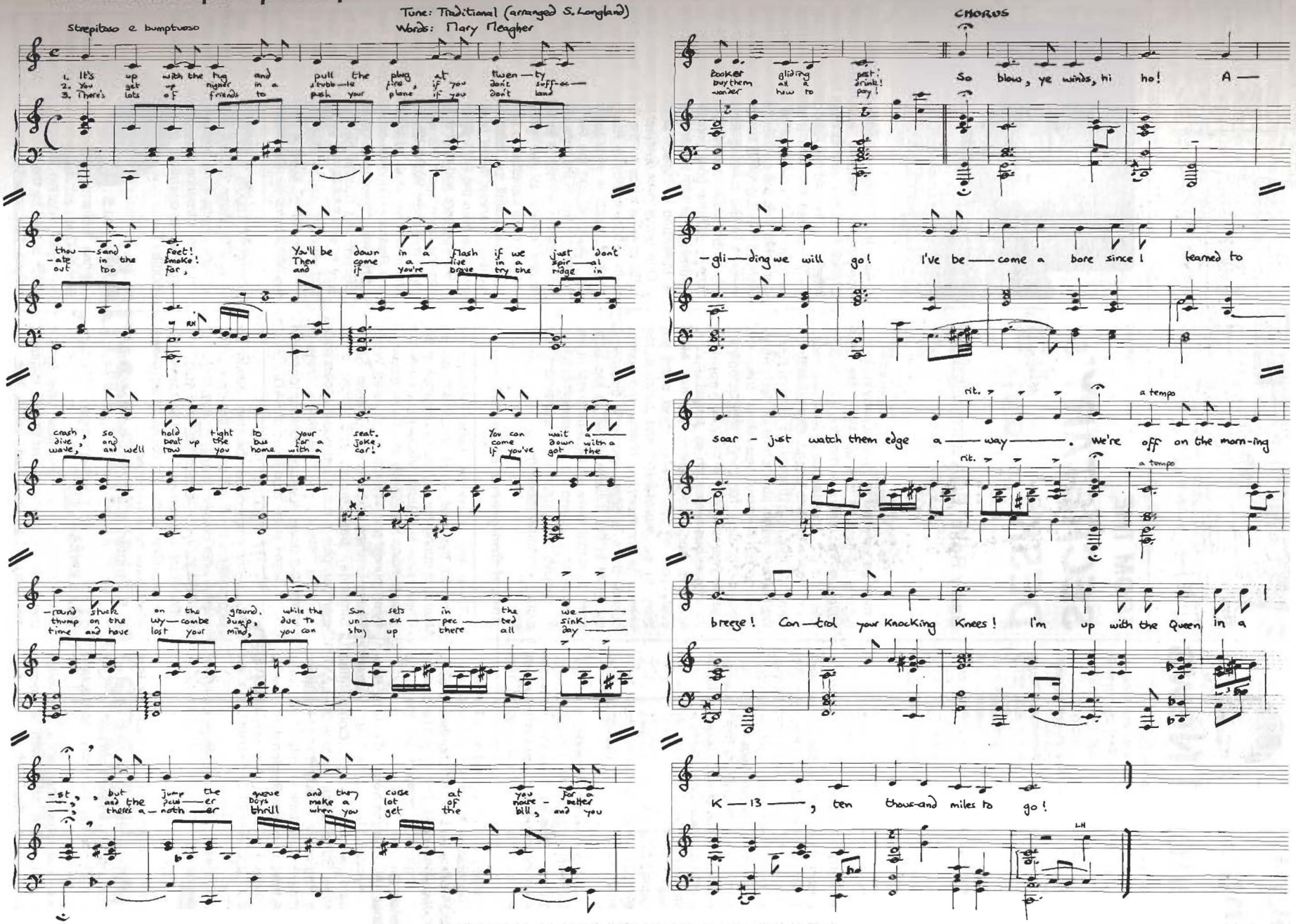
GEC AVIONICS

1983
The Queen's Award for Technological Achievement
to Maritime Aircraft Systems Division

GEC Avionics Limited, Airport Works, Rochester, Kent ME1 2XX. Tel: Medway (0634) 44400.

THE BOOKER GLIDING SONG

Tune: Traditional (arranged S. Longland)
Words: Mary Meagher



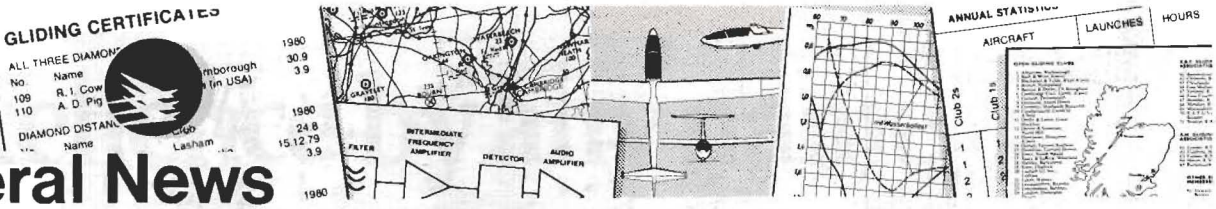
1. It's up with the tug and pull the plug at twenty thousand feet!
You'll be down in a flash if we just don't crash, so hold tight to your seat.
You can wait around stuck on the ground, while the sun sets in the west —,
But jump the queue and they curse at you for a Booker gliding pest!

2. You get up higher in a stubble fire, if you don't suffocate in the smoke!
Then come alive in a spiral dive, and beat up the bus for a joke,
Come down with a thump on the Wycombe dump, due to unexpected sink,
And the power boys make a lot of noise, better buy them a drink!

3. There's lots of friends to push your plane if you don't land out too far,
And if you're brave try the ridge in wave, and we'll tow you home with a car!
If you've got the time and have lost your mind, you can stay up there all day —
There's another thrill when you get the bill, and you wonder how to pay!

CHORUS
So blow, ye winds, hi ho! A gliding we will go!
I've become a bore since I learned to soar — just watch them edge away.
We're off on the morning breeze
I'm up with the Queen in a K-13,

BGA and General News



NATIONAL LADDER WINNERS

The top scores on both ladders are records and near the 10 000pt mark. Tim Macfadyen heads the Open Ladder to win the Enigma trophy with Chris Starkey at the top of the Club Ladder to gain the L. du Garde Peach trophy.

Open Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. T. A. Macfadyen	Cotswold	8845	4
2. R. C. May	London	8794	4
3. E. Johnston	Cotswold	8289	4
4. M. Costin	Coventry	8219	4
5. F. J. Sheppard	Booker	8029	4

Club Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. C. G. Starkey	Surrey & Hants	9337	4
2. Annabel Lucas	Surrey & Hants	3547	4
3. E. Hamill	London	3253	4
4. P. Chodera	Southdown	2927	4
5. R. Pentecost	Surrey & Hants	2851	3

COMPETITION NEWS

British team. The team elected for the 1985 World Championships at Rieti, Italy from July 27 to August 11 is, in alphabetical order, Andrew Davis, Ralph Jones and Justin Wills plus two reserves, Martyn Wells and Bernard Fitchett, in order of priority. At this stage we are guaranteed three places though a fourth may become available later.

1985 Nationals. The dates and venues are as follows:

Open: June 15-23, Lasham.

15 Metre: July 13-21, Booker.

Standard: August 10-18, Husbands Bosworth.

The Nationals will be unhandicapped and each Class will produce one National Champion; the Open Class will in addition have two supplementary awards for best performances in sailplanes of up to 21m and up to 19m span.

The entries will be limited to 40 in each Class. Application forms are available from the BGA office and the closing date is 5pm, Thursday, January 31. Priority will be decided by the applicant's position on the 1985 Nationals Qualifying Lists.

Other UK Competitions. Western Regionals, Nympsfield — June 1-9; **Lasham Regionals** — June 15-23; **Competition Enterprise,** Sutton Bank — June 29-July 7; **Booker Regionals** — July 13-21; **Northern Regionals,** Sutton Bank — July 27-August 4; and the **Inter-Services Regionals** (venue to be announced later) — July 30-August 8. May 18-27 and August 24-September 1 are unallocated.

Ted Lysakowski, *chairman, BGA Competitions Committee.*

FATALITY DUE TO LOSS OF SAFETY PIN

A fatal accident in the UK has been attributed to the loss of a single safety pin leading to the loss in flight of the starboard fin/tailplane retaining pin.

It was discovered that some Fauvettes have already been fitted with a second means of securing the main pin, and it is strongly recommended that this option be incorporated in all gliders of this type. (Will anyone with details please send a sketch to the BGA.)

Duplicate inspections should be carried out and recorded in the DI books of all gliders which have been re-rigged.

R. B. Stratton, *BGA chief technical officer*

WEAK LINKS

The BGA Technical Committee have agreed that a second/alternative weak link, identified and known as the "red" weak link, not exceeding 1600lb may be introduced and used with those gliders whose certification permits. There is no pressure from the committee to introduce this option which is in response to operators of K-13s (cleared to 2000lb+).

PILOTS' PALS

Daphne Holland, who recently gained her Bronze C at Lasham, is one of the models for the 1985 aviation calendar, "Pilots' Pals", which is sold by the publishers, Circuit Publications. See advertisement in this issue.

FROM THE SECRETARY's DESK

Barry Rolfe, BGA administrator



It must be very sad to throw a party and then nobody bothers to turn up. Well, the BGA have just held a general meeting with no business on the agenda but at least we didn't encourage people to attend. Our constitution demands that an extraordinary general meeting be held within six months of each AGM, presumably in case you don't trust the elected officials to run things satisfactorily for a whole year at a time. In practice we save all the official business such as annual reports, accounts and subscriptions for the AGM every year as this is when most clubs are likely to be represented and have a fair chance to comment on policy, and consequently there is often nothing to discuss at the EGM in the autumn. What all this boils down to is that there will be a proposal at the 1985 AGM to amend the constitution in future to remove the automatic requirement for extra six-monthly meetings.

Annual Conference at Cardiff

There are, of course, better reasons for going to the next AGM which will be on March 2 during our Annual Conference at the Crest Hotel in Cardiff. Visiting speakers will include Hans Nietlispach, the Swiss mountain flying pundit and veteran of 30 years World Championships experience, Charles Shea-Simonds, parachutist and Tiger Club member, plus a rumoured guest appearance from the "Black Adder!" Mark the dates of March 2-3 down now and booking forms will be enclosed in the next issue of S&G.

After the October meeting of the Executive Committee, members entertained Naomi Christy to dinner, and to mark her retirement after 15 years with the Association Tom Zealley presented her with a suitably engraved carriage clock on behalf of all our member clubs. Marking the excellent summer we have enjoyed the Executive homologated new UK records at the meeting for 500km goal and return by Mike Jefferyes at 93.0km/h, for 200km straight goal (single-seaters) by Alf Warminger at 127.1km/h and (two-seaters) by R. Miller and B. Tapson at 113.3km/h.

One brave new venture this month is the raffle to raise funds for the British team going to the 1985 Worlds at Rieti next summer. A book of tickets is enclosed with this copy of the magazine and the star prize is a skiing holiday for two in the Alps with your own staffed chalet — a chance to soar the mountain slopes closer to the ground than usual! Please make the effort to sell your tickets and to help to swell the team fund in this fairly painless manner. More books are of course available from the BGA office if required.

BGA officers and staff will be venturing out into the open again this winter at a series of area meetings with clubs. By the end of November we shall have visited Old Sarum and Portmoak, and on two Sundays in February we hope to organise meetings at Lasham and Cambridge. Full details will be sent to all clubs in the locality and we hope that you can be represented if possible as this has proved to be a constructive way of exchanging views and gathering information.

NEW MEMBERSHIP SCHEME

The Royal Aero Club now has an individual membership scheme to encourage airmindedness, especially among the young, and to form a focal point for those who are no longer involved but are still interested in airsport. The scheme might also appeal to those who flew in the war.

For £10pa members have the advantage of belonging to one of the oldest (1901) sporting flying organisations in the world and will receive two newsletters a year giving information on virtually all sporting aviation events as well as a lapel pin/badge and membership card.

Membership forms are available from the Membership Administrator, the Royal Aero Club, Kimberley House, Vaughan Way, Leicester.

Doc Slater celebrated his 90th birthday on Sunday, November 18 and we wish him another full and active year.

A CHRISTMAS GIFT

If you are looking for a Christmas present for the glider pilot in your life or feel like indulging yourself at this time of the year, then the Segeiflug Bildkalender 1985 is a must. This is a calendar to liven spirits during the near "closed" season. Nine top photographers have taken 13 shots showing gliding at its photogenic best, all printed in beautiful colour together with a fascinating commentary.

It is being sold by the Aerospace Information Centre, 26 Church Street, Stapleford, Cambs, Tel: 0223 843400 (see advertisement at the front of the last issue).

S&G Deadlines

Due to the Christmas break the club news copy date is November 29 with general features and letters appreciated as much in advance of that date as possible.

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1984
163	J. R. Barrows	Lasham	1.8
164	G. A. Thomson	Central Indiana	22.6
165	D. Caunt	Booker	11.8
166	J. Bridge	Essex	1.8
167	M. F. R. Hardy	Wyvern	11.8

DIAMOND DISTANCE

No.	Name	Club	1984
1/245	J. R. Jeffries	London	12.4
1/246	J. R. Barrows	Lasham	1.8
1/247	G. A Thomson	Central Indiana	22.6
1/248	D. Caunt	Booker	11.8
1/249	J. Bridge	Essex	1.8
1/250	M. F. R. Hardy	Wyvern	11.8
1/251	Z. Marczynski	Lasham	11.8
1/252	T. F. Cockett	Booker	11.8
1/253	D. B. Walker	South Africa	5.1

DIAMOND GOAL

No.	Name	Club	1984
2/1294	J. St. Clair-Butler	Bicester	3.7
2/1295	P. Taylor	Midland	1.7
2/1296	R. J. Harris	Booker	3.7
2/1297	I. A. Fraser	Bicester	4.7
2/1298	T. Trubridge	Fenland	5.7
2/1299	A. F. Quartly	Bannerdown	1.7
2/1300	J. Bradley	Wyvern	1.7
2/1301	J. Patchett	Bristol & Glos	1.7
2/1302	J. Kaye	Surrey & Hants	3.7
2/1303	N. W. Woodward	Booker	3.7
2/1304	R. T. Starling	Bristol & Glos	1.7
2/1305	C. D. Dobbs	Devon & Somerset	3.7
2/1306	R. J. Cronk	Surrey & Hants	4.7
2/1307	I. Ashdown	Southdown	30.6
2/1308	K. F. Moorhouse	Lasham	3.7
2/1309	D. T. Reilly	Devon & Somerset	30.6
2/1310	S. P. Bohlmann	Deeside	1.8
2/1311	Hilary Stewart	Lasham	30.6
2/1312	M. Coffee	Stratford-on-Avon	11.8
2/1313	R. L. Fox	Wolds	1.8
2/1314	J. D. Sorrell	South Wales	5.8
2/1315	P. J. Stratten	Two Rivers	12.6
2/1316	P. J. Hill	Bristol & Glos	3.7
2/1317	P. J. Hutchinson	Humber	11.8
2/1318	M. W. Harris	London	11.8
2/1319	T. M. Austin	London	1.8
2/1320	P. Molley	Essex	1.8
2/1321	A. A. Thompson	Wyvern	11.8
2/1322	J. Illidge	Derby & Lancs	11.8
2/1323	E. Arthur	Peterbor' & Spalding	11.8
2/1324	T. J. Scott	Booker	1.8
2/1325	J. G. Ferguson	Cotswold	11.8
2/1326	Ria Ward	Southdown	11.8
2/1327	J. W. Le Coyte	Swindon	11.8
2/1328	I. C. Barlow	Booker	11.8
2/1329	P. E. Rice	Essex & Suffolk	11.8
2/1330	P. W. Hurst	Southdown	11.8
2/1331	R. C. Mummery	Lasham	19.8
2/1332	P. A. G. Holland	Trent Valley	1.8
2/1333	C. D. Hatcher	Booker	11.8
2/1334	P. C. Piggott	Coventry	11.8
2/1335	J. A. Knowles	RAE	11.8
2/1336	M. J. Guard	Coventry	11.8
2/1337	J. R. Warren	Booker	1.8
2/1338	B. R. Wise	London	1.8
2/1339	M. Thompson	Ouse	10.8
2/1340	I. Strickland	Lasham	12.8
2/1341	P. W. Ross	Lasham	4.7
2/1342	F. Boyce	Staffordshire	9.8
2/1343	A. Pozerskis	Coventry	1.8
2/1344	C. G. Taylor	Yorkshire	1.8
2/1345	Elaine Townsend	Booker	1.8
2/1346	A. Townsend	Booker	11.8
2/1347	I. J. Metcalfe	Bristol & Glos	3.7
2/1348	A. B. Adams	Shropshire	10.8

DIAMOND HEIGHT

No.	Name	Club	1984
3/649	J. G. Smith	Yorkshire	30.8
3/650	P. Lazenby	Yorkshire	30.8
3/651	A. P. Hatton	Yorkshire	31.8

GOLD C COMPLETE

No.	Name	Club	1984
1019	P. Taylor	Midland	1.7
1020	R. J. Harris	Booker	3.7
1021	J. Trubridge	Fenland	5.7
1022	J. Bradley	Wyvern	1.7
1023	K. F. Moorhouse	Lasham	3.7
1024	M. Coffee	Stratford-on-Avon	11.8
1025	R. L. Fox	Wolds	1.8
1026	J. D. Sorrell	South Wales	5.8
1027	P. J. Stratten	Two Rivers	12.6
1028	P. M. Molloy	Essex	1.8
1029	A. A. Thompson	Wyvern	11.8
1030	J. Illidge	Derby & Lancs	11.8
1031	I. C. Barlow	Booker	11.8
1032	R. E. Rice	Essex & Suffolk	11.8
1033	J. A. Knowles	RAE	11.8
1034	B. R. Wise	London	1.8
1035	F. Boyce	Staffordshire	9.8
1036	C. G. Taylor	Yorkshire	1.8
1037	I. J. Metcalfe	Bristol & Glos	3.7
1038	M. H. Thompson	Ouse	11.9

GOLD C DISTANCE

Name	Club	1984
J. R. Jeffries	London	12.4
J. St Clair-Butler	Bicester	3.7
P. Taylor	Midland	1.7
R. J. Harris	Booker	3.7
I. A. Fraser	Bicester	4.7

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NOTHING NEW TO READ THIS WINTER?

The B.G.A. Bookshop has two new publications in stock this month. THEORY OF CROSS COUNTRY GLIDING by Anthony Edwards the Armchair Pilot — £2.50.
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M. Coffee	Stratford-on-Avon	11.8
R. L. Fox	Wolds	1.8
J. D. Sorrell	South Wales	5.8
P. J. Stratten	Two Rivers	12.6
F. J. Hill	Bristol & Glos	3.7
P. J. Hutchinson	Humber	11.8
M. W. Harris	London	11.8
T. M. Austin	London	1.8
P. M. Molloy	Essex	1.8
A. A. Thompson	Wyvern	11.8
J. Illidge	Derby & Lancs	11.8
E. Arthur	Peterboro' & Spalding	11.8
T. J. Scott	Booker	1.8
J. G. Ferguson	Cotswold	11.8
Ria Ward	Southdown	11.8
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I. C. Barlow	Booker	11.8
R. E. Rice	Essex & Suffolk	11.8
P. W.Hurst	Southdown	11.8
R. C. Mummery	Lasham	19.8
P. A. G. Holland	Trent Valley	1.8
C. D. Hatcher	Booker	11.8
J. A. Knowles	RAE	11.8
M. J. Guard	Coventry	11.8
J. R. Warren	Booker	1.8
B. R. Wise	London	1.8
M. Thompson	Ouse	10.8
I. Strickland	Lasham	12.8
P. W. Ross	Lasham	4.7
F. Boyce	Staffordshire	9.8
G. Rayner	Avro	19.8
A. Pozerskis	Coventry	1.8
C. G. Taylor	Yorkshire	1.8
Elaine Townsend	Booker	1.8
I. J. Metcalfe	Bristol & Glos	3.7
R. P. Davis	Rattlesden	11.8
K. Manley	Southdown	1.8
M. A. Medlock	Surrey & Hants	1.8
M. C. Burlock	Cotswold	11.8
D. A. Booth	Coventry	12.8
S. J. Mynott	Cambridge Univ	11.8
A. R. Born	Booker	1.8

GOLD C HEIGHT

Name	Club	1984
G. A. Larkin	Yorkshire	21.6
A. Lambe	Cornish	21.6
J. G. Smith	Yorkshire	30.8
J. H. Taylor	Ouse	31.8
R. I. Thomson	Ouse	11.9
M. H. Thompson	Ouse	11.9
N. J. Ashworth	Ouse	11.9
L. Horribine	Angus	23.6

SILVER BADGE

No.	Name	Club	1984
6743	S. Marsden	Pegasus	15.4
6744	K. A. Moules	Wyvern	17.6
6745	N. M. A. Jury	Wrekin	21.7
6746	L. E. McCullum	Mendip	19.7
6747	P. George	Nene Valley	30.6
6748	D. J. Barke	Marchington	21.7
6749	Julie Williams	Kent	5.7
6750	S. Macarthur	Derby & Lancs	30.6
6751	J. A. B. Timpany	Bristol & Glos	4.7
6752	P. I. Marsh	Mendip	18.7
6753	J. T. Francis	Lasham	4.7
6754	P. Sainsbury	Essex	17.7
6755	M. Noon	Newark & Notts	13.5
6756	I. Seabrook	Kestrel	4.7
6757	C. L. Day	Bristol & Glos	3.7
6758	M. Foreman	Cambridge Univ	15.6
6759	R. Richardson	London	7.7
6760	W. R. Bostock	Avro	26.7
6761	K. G. Molony	Eagle	29.7
6762	C. Collingham	London	29.7
6763	C. F. Forsyth	Essex	1.8
6764	P. W. Holliday	Kent	28.7
6765	T. R. Johns	South Wales	5.8
6766	J. R. Hooper	South Wales	5.8
6767	C. Macalpine	SGU	28.7
6768	Michelle Power	Booker	4.7
6769	M. J. Bonner	London	28.7
6770	K. R. Catlin	Cranfield	11.8
6771	I. D. Weatherhead	Cranfield	11.8
6772	A. E. Weatherhead	Cranfield	9.8
6773	K. Pearson	Essex	12.8
6774	P. H. Sheard	Bannerdown	21.6
6775	J. A. Johnston	RAE (Bedford)	11.8
6776	J. A. Rollason	Essex	9.8
6777	Amanda Edis	Hambletons	11.8
6778	P. C. Broome	Booker	11.8
6779	A. Marlow	Booker	15.6
6780	H. A. Stanford	Coventry	11.8
6781	N. S. Robertson	Burn	11.8
6782	F. S. Eaton	Cotswold	12.8
6783	P. G. Heptinstall	Wolds	10.8
6784	I. Mitchell	Devon & Somerset	11.8
6785	D. Sawdon	Lasham	12.8
6786	R. J. Hopkins	Stratford	11.8
6787	G. Chalmers	Essex & Suffolk	11.8
6788	I. Hargrove	Booker	9.8
6789	J. F. Evans	South Wales	12.8
6790	P. A. Barlow	Oxford	12.8
6791	A. S. Cullum	Trent Valley	11.8
6792	G. E. Johnson	Kent	19.8
6793	D. Shrimpton	Lasham	12.8
6794	N. D. Cotteril	Avon	11.8
6795	Dawn Bradley	Wyvern	11.8
6796	P. I. Kendall	Avro	10.8
6797	J. A. Rumbelow	Cotswold	12.8
6798	R. M. Ruscoe	Wrekin	1.8
6799	K. T. G. Smith	Surrey & Hants	10.8
6800	P. J. Sears	London	12.8
6801	M. Thorpe	Essex & Suffolk	18.8
6802	D. J. King	Rattlesden	19.8
6803	C. Teagle	Yorkshire	1.8
6804	C. B. Langmead	Norfolk	11.8
6805	Pauline Hewitt	Cranwell	19.8
6806	D. J. Gilham	Peterboro' & Spalding	7.8
6807	I. N. Lingham	Booker	11.8
6808	P. S. Barnes	Aquila	11.8
6809	A. S. Jackson	Avon	19.8
6810	Lorraine Arkless	Four Counties	19.8
6811	A. R. Oberlander	SGU	19.8
6812	P. D. Coomber	Aquila	11.8
6813	K. Balaam	Essex & Suffolk	9.8
6814	M. H. J. Birch	Booker	20.8
6815	B. J. Hodge	Wrekin	19.8
6816	M. A. Roff-Jarrett	Lasham	9.8
6817	L. C. Clark	Swindon	19.8

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	Pl/Hrs	Summary
86	Kestrel 19	1762	M	3.6.84 14.15	1 mile from Lasham	56	N	896	When the pilot decided that the strong sink he was encountering would prevent a safe glide to the airfield only crop fields were to be seen. Landed in standing corn and groundlooped through 90° tearing off undercarriage door.
87	Pilatus B-4	1772	M	24.6.84	North Hill	38	N	257	Whilst attempting to land as short as possible pilot failed to appreciate curl over from trees parallel to landing area. Clipped a bush on boundary fence denting leading edge of port wing.
88	K-8	2262	W/O	24.6.84 11.30	SGU	32	M	57	Got low while attempting hill soaring and instead of turning away and landing in a field he continued to follow contour of hill until he flew into it.
89/90	Olympia 2B	1029	S	23.6.84 11.10	East of Lasham	47	N	57	Whilst thermalling with a number of other gliders was struck along the trailing edge of the starboard wing by another aircraft. Landed safely.
89/90	Sport Vega		M	23.6.84 11.10	Lasham	21	N	76.20	Involved in mid-air collision with another glider whilst thermalling. Landed safely.
91	K-2	2439	S	28.6.84 20.40	Camphill	38	N	555	Instructor failed to take over in time and when he did the aircraft ballooned. The glider was approaching an unlandable area causing a turn to be made during which a wingtip touched the ground. Tip came off as glider groundlooped.
92	ASW-20	2618	M	26.6.84 15.50	Buxton	40	N	425	Field landing after 400km of 500km attempted flight. Glider stalled in from 20ft during approach into high wind causing damage to undercarriage and fuselage.
93	Skylark 4	1060	S	1.7.84 13.00	Bradford-on-Tone	35	N	51	Selected adequate field for landing but pilot was too high on final approach. Deployed full airbrake and side slip but was still overshooting. Pilot "elected" to stall in from about 10ft to avoid flying into trees at end of field.
94	K-6E	?	S	24.6.84 18.30	Dore	40	N	130	Field landing after wave flight. Undershoot developed in strong wind gradient and glider struck wall.
95	K-7/K-13 (K-10)	2678	S	7.6.84 13.00	Rhigos	22	M	15 min	Pilot on 3rd solo realised that speed towards top of winch launch was too high. Decided to release but opened airbrakes by mistake. Brakes remained open in spite of attempts to close them. Tried to regain airfield for downwind landing but struck boundary fence.

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

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Advice on Insurance Matters

BILL SCULL, BGA director of operations

In the normal course of events your insurance advice comes from your broker. Recent discussions with underwriters and brokers indicate some areas of typical insurance cover where general advice might be helpful and might save some possible confusion when claims arise.

It is the BGA Development Committee's intention to provide "Notes for Guidance on Insurance Matters" but until these are available the following may be useful.

Value of Aircraft. A club is faced with two possible dilemmas and a problem or two in the case of typical club aircraft in regard to the insured value. Essentially this is the price that the aircraft is worth on the open market. It might be considered desirable to insure for its replacement cost but this is the price of a new aircraft or glider if no second-hand one is available;

eg 12yr-old K-13 valued at £7500
New K-13 .....£12 500

If the existing aircraft is written off there may not be a second-hand replacement available and the only option (with some considerable delay) is to buy a new one.

It may be that with the agreement of the underwriters the aircraft could be insured for, say, £10 000 making a new replacement a possibility. Obviously the premium for a "new for old" policy will be higher but the possibility should be considered.

A further problem is the insured value in relation to repair cost. A K-8 — often a key club aircraft — may be irreplaceable. Insured for a value of £2500-£3000 it will be written off after an accident when the repair cost approaches the insured value. An aircraft may be a long way short of irrepairable in the strict sense of that word but could not be repaired at an economic cost by a professional repair organisation. In any case (as with the K-13 example) what you might replace the aircraft with should be taken into consideration and, maybe, result in a higher insured value.

Time to Repair. The urgency to get a glider repaired is not, as a rule, a factor which your insurers will take into account. They are likely to place the repair with the cheapest quote rather than the quickest! For a club the lost revenue of a time-taking repair could be critical and for a private owner it may mean a missed competition. The right to take the glider to a repairer of your choice is not within the terms of your policy. That right, however, might be negotiable at a price — it's worth thinking about!

Liability Insurance. Most people regard this as third party cover. It does not apply to the passenger seat. Recent experience has shown that some clubs may not have adequate cover on the passenger seat and, if this is the case, a claim may be persued against the instructor.

It is likely that a figure will be recommended for passenger seat cover by the BGA (to be discussed at the next AGM); the agreed figure will become an Operational Regulation. One possibility is for combined third party/passenger seat cover in a combined form, *eg* in the event of a student being injured and damage to a third party (person or property) then the combined total of the claim could not exceed the insured figure of, say, £250 000. Incidentally this figure is no longer thought to be sufficient and a combined total of £500 000 is considered realistic. The maximum known claim is in the order of £350 000 in a private flying accident. In this respect one has to consider the likely time between accident and settlement which may extend to several years with considerable increases in the sum awarded.

The dilemma is of course the price of insuring against a catastrophe compared with what is thought to be reasonable cover. In this context the prospect of club officials being held responsible (and claimed against) if the club is not a limited liability company must be considered.

Insurance represent the biggest single annual cost to a gliding club and failure to get it right may mean disaster.

BOOK REVIEWS

Theory of Cross-Country Gliding by Anthony Edwards, 15pp. Published by the BGA price £2.25, plus 25p p&p.

This slender work describes the history of soaring theory and explains geometrical constructions, based on the usual polar diagram, for finding the best gliding angle, the maximum cross-country speed and for optimising dolphin flight.

The style of presentation will be familiar from the "Arm-Chair Pilot" articles in S&G: save for a half-page, it eschews analytical mathematics in favour of geometry, using simple and elegant diagrams. Although the results are familiar, pilots of all degrees of experience should find their derivation of great value.

It is by no means an all-encompassing treatment of the theory; indeed, in 15 pages, it would be surprising if it were. There is no mention of the essential role of total energy variometers in dolphin flight, nor of the convenience of indicating "air mass" movements. The problem of optimising one's flight path when the desired track is at an angle to the cloud streets is not explored ("... the optimum route must be chosen ...") and, implicitly, the effects of altitude are neglected. Waterballast merits only the final paragraph.

In all a useful, if somewhat idiosyncratic, addition to soaring lore, particularly because it brings together several aspects of the theory.

FRANK IRVING

The Yorkshire Gliding Club — the first 50 Years by J. C. Riddell. Available from the BGA at £2.50 plus 25p p&p.

How did it happen that the events which one enjoyed just a few years ago — or was it a little longer — suddenly became history? And how did the friends and colleagues who weathered the storms and enjoyed the sunlight of gliding turn overnight into historical characters? Whatever magic of time brings this about I suspect it will happen more and more often now as the older established clubs reach their various anniversaries and dedicated members produce club histories.

Chris Riddell's history of the Yorkshire GC is the latest to be published as the club celebrates its 50th anniversary this year. This "authorised record" compiled from club archives and with the help of the memories of many friends and former members is a fascinating mixture of enthusiasm, hard work, Yorkshire stubbornness and, from time to time, sheer inventive lunacy. There is the story of the Rolls Royce Silver Ghost, bought for £50 and converted into a winch for a further £50, which was nearly involved in a suicide attempt; the unfortunate horse, Major, which was used for glider and cable retrieving but which having been knocked out by a Kite I on landing broke into a brisk trot at the sound of a glider. Did they really design the famous circular clubhouse because they wanted to see York Minster and Northallerton without moving from the spot? What was so intriguing about Northallerton?

The founding fathers of gliding and those who re-established the sport after the second World War have an endearing robustness and a stature which seems to grow as the perspective lengthens. Fred Slingsby, with his furniture factory, was there at the birth of British gliding. He was ground engineer of the Scarborough GC in 1930 and moves to the foreground again and again as the Yorkshire club survived catastrophe after catastrophe. Major Shaw, who was one of the benefactors of gliding, rescued the club from various financial pitfalls in its early years and Eric Reed (do you remember the "Regal Eagle?") was involved in major financial negotiations in the 1960s. The heroes of gliding, Philip Wills, Nick Goodhart and Anthony Deane Drummond, are part of the history of the club's development but behind the famous names are the hard-working, tenacious club members, chairmen, treasurers, CFIs and all the others who hauled the club through the perils to its present proud position.

All the early clubs endured a struggle with operating difficulties, lack of money, insecurity and the need to survive while learning. The relatively few who came through successfully were, for the most part, firmly rooted and with secure sites. They were well set for future development if their famous historic sites, chosen when hill soaring was the only way of staying aloft, were also well placed for the modern developments of thermal and wave flying. The Yorkshire GC, blessed with a site of potential excellence as well as great beauty, broke the bonds of the hill and set off onwards and upwards. The next 50 years should be just as exciting as the past.

JOAN CLOKE

Our list of gliders in Britain with C's of A, see last issue, p226, should have included two M200s. Tony Moss of Northumbria, who is in a M200 syndicate, tells us there is another at Wold GC.

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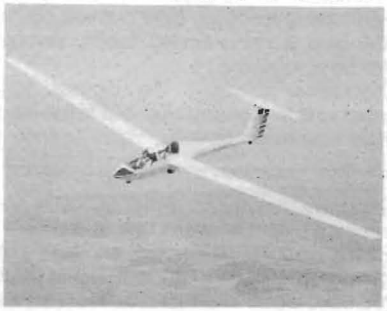
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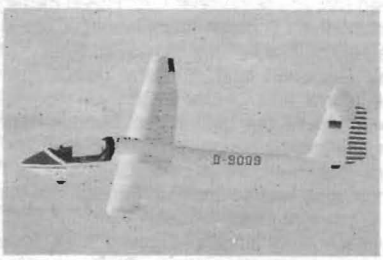
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Long Mynd Golden Jubilee Celebrations

DIANA KING



Two founder members, Roger Thwaite and Gerald Edwards, with their Olympia 460. Photo reproduced by permission of the Birmingham Post *and* Mail.

On August 11, we held a Dawn-to-Dusk Jubilee day at the Mynd to celebrate the 50th anniversary of the first launch from the site. Exactly 50 years before, on August 11, 1934, Fred Slingsby was the first person to fly from the Mynd, and the Club was formally inaugurated later the same year.

Our day of celebrations started at 0430hrs when a surprisingly large number of people emerged from bunkhouses and caravans to get out the winches, DI the aircraft with the aid of torches and have everything at the launch point ready for the first flight at 0510hrs. Keith Mansell, chairman, and Jack Minshall, our resident instructor for more than half the Club's history, took the first launch in a K-21. Sixteen hours, 191 launches and 64¾ flying hours later, the last aircraft landed, at 2107hrs. We had easily broken our previous launching record of 159.

People came from near and far to join in the celebrations. Present members turned out in force to help break the record, among them Paul Davies who went solo in the morning. Past members arrived in crowds to indulge in nostalgia, meet old friends and fly modern gliders. At times the chattering of voices nearly drowned the sound of the retrieve winch. Members of the public also turned up, drawn by the excellent publicity achieved by our PR man, Dave Woolf. By the end of the day, we had given 23 air experience flights as well as flown 26 past members.

Visitors came too from other clubs: Alec Malyon and John Easey came from Essex with their K-6, Ian Dunkley from Camphill created a deal of interest with his Fauvel and Sandy Polak, an old member, brought his ASW-15 from Lasham. The owners of K-6 572, Grant Smith, Phil Green and Richard Whittaker, knowing that it had been written off and re-built at the Mynd, thought it fitting to bring it up for the weekend, much to the delight of Steve Allsop, one of the re-builders. Richard celebrated in style by doing his Silver duration and distance to Long Marston, and Grant achieved his five hours the day before.

Other people took up the challenge to fly in — Tony Maitland and Paul Whitt from Shobdon, David Benton from Nympsfield and Bob Rice from Usk. John Cadman was the winner of the bottle of champagne for the greatest distance flown, coming from Husbands Bosworth. Other members and ex-members also flew in with powered aircraft. By late afternoon we could have made good use of an air traffic controller!

As flying finished the clubhouse became full to over-flowing as 180 people queued up for drinks and barbecue meals, and the gossip and reminiscing went on — and on.

We'd like to thank everyone who helped to make the day such a wonderful occasion — by coming to visit, sending messages, and taking part — and not forgetting the weather man, who laid on such a glorious soaring day.

Additions *Ian King adds the following to his Competition Enterprise report in the last issue, p216: On Day 4 Ron Davidson, Maurice Clarke and Bill Longstaff all completed task 2 — Long Marston, not task 3 — Lasham. The extra 34km makes a lot of difference in wood. On Day 7 prizes went to Dave Reilly and, for regularly providing his crew with a distant retrieve, Tim Gardner.*

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1984 NATIONALS QUALIFYING LISTS

The National Qualifying Lists, which simply decide the order of acceptance if any of the 1985 National Championships events is over-subscribed, have been compiled as stated in S&G, December 1980, p297, except that the previous year's lists are now dovetailed into the respective lists into every other place from position 26 onwards.
J. D. Benoist, *BGA Competitions Committee*

PRIORITY LIST 1985

1	Cardiff, J. D.	(15)	22	Smith, D. A.	(15)	43	Smith, M.	(QL)	64	Evans, C. J.	(15)	85	Smith, G. N.	(QL)
2	Davis, A. J.	(S)	23	Glossop, J. D. J.	(O)	44	Ellis, J.	(15)	65	Hayes, D.	(S)	86	Norrie, A.	(O)
3	Jones, R.	(O)	24	Wells, M. D.	(15)	45	Campbell, D. R.	(QL)	66	Stone, A. J.	(QL)	87	Watson, A. J.	(QL)
4	Wills, T. J.	(S)	25	Cruse, C.	(O)	46	Gorringe, J. P.	(S)	67	Jarvis, H.	(QL)	88	Sheard, P. G.	(QL)
5	Delafield, J.	(O)	26	Hill, D.	(15)	47	Benoist, J. D.	(QL)	68	Bishop, J. M.	(O)	89	Macfadyen, T. E.	(S)
6	Watt, D. S.	(15)	27	Lee, D. G.	(QL)	48	Morris, G. D.	(O)	69	Taylor, J. R.	(QL)	90	Batty, C. J.	(QL)
7	Kay, A. E.	(S)	28	Throssell, M. G.	(O)	49	Cooper, B.	(15)	70	Russel, G. J.	(S)	91	Sole, L.	(O)
8	Fitchett, B.	(15)	29	Woodford, J.	(15)	50	Foot, R. A.	(O)	71	Bird, M.	(O)	92	Piggott, A. D.	(O)
9	Rollings, C. C.	(S)	30	Sharman, R.	(S)	51	King, Sally	(15)	72	Curtis, C.	(QL)	93	Gardiner, D.	(O)
10	Innes, D.	(O)	31	Hartley, K.	(O)	52	Docherty, T. P.	(QL)	73	Dixon, R. T.	(15)	94	Redman, S. J.	(15)
11	May, R. C.	(15)	32	Spreckley, B. T.	(QL)	53	Gaisford, P. A.	(S)	74	Stewart, K.	(QL)	95	Mitchell, T.	(S)
12	Hood, L.	(S)	33	Murdoch, M.	(15)	54	Kay, W.	(QL)	75	Carlton, M. R.	(QL)	96	Zealley, T. S.	(QL)
13	Garton, C.	(15)	34	Aspland, W.	(S)	55	Purdie, P. G. H.	(O)	76	Thick, M.	(15)	97	Olender, S.	(O)
14	White, S. A.	(S)	35	Lysakowski, E. R.	(S)	56	Bromwich, R. C.	(S)	77	Elliott, B.	(QL)	98	Morris, G. D.	(QL)
15	Joint, T.	(O)	36	Taylor, J. J. T.	(QL)	57	Cole, R.	(O)	78	Kiely, K.	(S)	99	Smith, E.	(S)
16	Withall, C. L.	(15)	37	Moulang, A. P.	(O)	58	Williamson, J. S.	(QL)	79	Fleming, A. M.	(QL)	100	Parry, N.	(QL)
17	Forrest, B. R.	(S)	38	Metcalf, G. C.	(S)	59	Keogh, B.	(S)	80	Reading, P.	(O)			
18	Roberts, D. G.	(O)	39	Davies, F.	(O)	60	Jefferyes, M. B.	(O)	81	Camp, G. W. G.	(S)			
19	Cunningham, G. W.	(15)	40	North, S.	(S)	61	Whitehead, P. F.	(15)	82	Hodsman, D. A.	(QL)			
20	Starkey, C. G.	(S)	41	Cook, P. G.	(QL)	62	Marczynski, Z.	(S)	83	Szulc, B.	(O)			
21	Brown, H. F.	(O)	42	Pozerskis, A.	(O)	63	Pozerskis, P.	(O)	84	Alldis, C. J.	(S)			

O = 1984 Open Class Nationals; 15 = 1984 15 Metre Class Nationals; S = 1984 Standard Class Nationals; QL = 1984 Nationals Priority List.

PROMOTION LIST 1985

1	Stone, A. J.	(BO)	26	Sommerville, A.	(ISC)	51	Withall, C. L.	(QL)	76	Smith, J. L.	(ISC)			
2	Dall, R.	(BS)	27	Pozerskis, A.	(QL)	52	Taylor, K. R.	(NS)	77	Breeze, D.	(QL)			
3	Kiely, K.	(ISS)	28	Lovell, C.	(LA)	53	Fox, C.	(QL)	78	Bastin, J.	(LA)			
4	Bally, J.	(LA)	29	Crawshaw, G.	(ES)	54	Keogh, B.	(BS)	79	Heames, C.	(QL)			
5	Hutchinson, S.	(ES)	30	Eade, D.	(QL)	55	Smith, D.	(QL)	80	Cockett, T.	(BS)			
6	Ramsden, P.	(NO)	31	Olender, S.	(NO)	56	Giddins, J.	(LB)	81	Fox, R.	(QL)			
7	Wilby, C.	(NS)	32	Hill, D. J. M.	(QL)	57	Bromwich, R. C.	(QL)	82	Hamill, E.	(ES)			
8	Langrick, D.	(LB)	33	Baines, R.	(NS)	58	Eagles, T. W.	(ISC)	83	Benniston, G.	(QL)			
9	Webb, M.	(ISO)	34	Ward, M.	(QL)	59	Jones, P.	(QL)	84	Mortimer, R.	(NO)			
10	Odell, J. H.	(ISC)	35	Stewart, K.	(LB)	60	Edyvean, J.	(ISS)	85	Ellis, J. J.	(QL)			
11	Forsey, L. K.	(BO)	36	Gaunt, T. R. K.	(QL)	61	Feakes, R.	(ISO)	86	Russel, G. J.	(QL)			
12	Young, M.	(BS)	37	Emmett, M.	(BO)	62	Watson, A. J.	(LA)	87	Clarke, A. J.	(ISS)			
13	Buckner, K. R.	(ISS)	38	Hodsman, D. A.	(QL)	63	Cole, R.	(QL)	88	Hymers, S.	(QL)			
14	Pentecost, P. R.	(LA)	39	Alldis, C.	(BS)	64	Caunt, D.	(BO)	89	Hawkins, Pam	(EO)			
15	Smith, G. N.	(ES)	40	Buckner, G. G.	(ISS)	65	Cowderoy, R. L.	(ES)	90	Arnall, R.	(QL)			
16	Reading, P.	(NO)	41	North, S.	(QL)	66	Aspland, W.	(QL)	91	Tapson, B.	(LB)			
17	Powell, B.	(LB)	42	Ellis, J.	(EO)	67	Wise, B.	(EO)	92	Dawson, M.	(QL)			
18	Scott, T.	(BO)	43	Logan, M.	(QL)	68	Mitchell, T.	(QL)	93	Thick, M.	(BO)			
19	Elliott, B.	(QL)	44	Bradney, F.	(LA)	69	King, Sally	(QL)	94	Stuart, T.	(LA)			
20	Costin, M.	(EO)	45	Freeman, D.	(QL)	70	Walsh, A.	(NO)	95	Jefferies, J. J.	(BS)			
21	Hawkins, P.	(QL)	46	Camp, G. W. G.	(ES)	71	Smith, E.	(QL)	96	Terry, C. J.	(ISS)			
22	Bridges, R. C.	(BS)	47	Norrie, A. J.	(QL)	72	Harkins, A. G.	(ISS)	97	Brownlow, B.	(QL)			
23	Sheard, P. G.	(QL)	48	Austin, D.	(NO)	73	Allen, M.	(LB)	98	Jordy, M.	(ES)			
24	Hardy, M. F.	(ISS)	49	Randle, Jane	(QL)	74	Saundby, R. P.	(ISO)	99	Hutley, C.	(NO)			
25	Randle, M.	(QL)	50	Hancock, A.	(BO)	75	Kay, W.	(QL)	100	King, P.	(QL)			

BO = Booker Regionals Open Class; BS = Booker Regionals Sport Class; ISO = Inter-Services Regionals Open Class; ISS = Inter-Services Regionals Sport Class; ISC = Inter-Services Regionals Club Class; LA = Lasham Regionals "A" Class; LB = Lasham Regionals "B" Class; EO = Enstone Regionals Open Class; ES = Enstone Regionals Sport Class; NO = Northern Regionals Open Class; NS = Northern Regionals Sport Class; QL = 1984 Promotion List.

Note: Pilots who are featured in the top 31 of the 1985 Priority List have been deleted from the Promotion List as they are guaranteed a place in any of the 1985 Nationals Classes.

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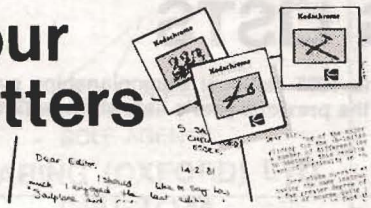
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Your Letters



BETTER GLIDING PHOTOGRAPHY

Dear Editor,

I am constantly amazed that so few glider pilots make the slightest effort to record the sheer beauty of our sport with a camera.

The culprit, of course, is the ubiquitous Instamatic; task boards and TPs are duly snapped (the films often discarded undeveloped), while the more aesthetic visual highlights of each flight live on only in the pilot's memory. Small and fuzzy monochrome images lurking in odd corners of S&G bear frequent sad witness to the deficiencies of the 126 camera as a serious photographic instrument.

Photographic evidence for UK badge and ladder flights does *not* have to be taken on Instamatic format, nor indeed is the use of black and white film mandatory; colour slides or negatives (even ciné!) are equally acceptable provided the relevant section of the film is submitted uncut.

A decent compact camera from a manufacturer such as Olympus or Ricoh costs but a small fraction of the price of a new barograph, and provides the means to preserve those uniquely pleasurable moments of soaring flight, whether mountain, wave, cloud or cross-country, which cost so dearly in terms of time, money and effort.

Consider also the functional benefits of gliding photography; pictures of local ground features, TPs, airfields and landing areas can be of immense instructional value. The cockpit camera is also a potent weapon in selling our sport; my own club has attracted many new members and air experience groups by giving slide talks to local clubs and societies. The local press, too, welcome shots of gliding events, which is a valuable source of publicity.

The message, then, is clear. Let's see *more* pilots taking *better* gliding pictures with more suitable cameras.

TONY HOUSDEN, **Stroud, Glos.**

(Tony certainly practises what he preaches — he took our cover photograph. ED.)

"Y" IN REGIONAL COMPETITIONS

Dear Editor,

Regional competitions results are used to produce a promotional list for the Nationals. For this reason as well as the obvious ones they must be fairly run. Careless use of "Y" in determining the day's scores can make something of a nonsense of the results.

An example of this occurred in a Regionals this year. On the third competition day the first TP of a triangle was for about an hour obliterated by rain. One pilot, to his credit, finished the task, and as "Y" had been set, as on previous days, as 2½ x "X", 15 gliders passed "Y" and the winner received 950pts.

It was thought that "Y" had been wrongly set for this particular day so on the next day it was set at 50% of the total task distance. On this day there were five finishers and the winner got 212pts. If the criteria for setting "Y" had not been altered 15 gliders would have again flown the required distance and the day would have again been scored out of about 950pts.

Surely the BGA competition rules should be amended, as they have already been for the Nationals, to remove the possibility of this type of anomaly recurring.

A. J. WATSON, **Romsey, Hants**

Ted Lysakowski, chairman of the BGA Competitions Committee, comments: Agree with the solution as proposed in the last sentence and it shall be done. The organisers can affect the outcome of a Comp in a variety of ways and the relic from the past highlighted here is one of them. As an aside, did nobody question the decision at the briefing on the next day? And was the second "Y" under 100km? Perhaps Tony could reply direct.

GLIDERS ON TIES?

Dear Editor,

The old BGA tie with a motif of small sailplanes mentioned by Ron Riley in the August issue, p189, was, I believe, based on Cambridge University Gliding Club's tie adopted in 1939, but with different colours. Our tie was described in *Sailplane and Glider* (Vol 10 p234) as "dark blue, with a light blue stripe, and heraldic Minimoas rampant".

ANTHONY EDWARDS, **Cambridge.**

IMPROVED PR

Dear Editor,

I would like to answer John Alway's question in the last issue, p214, "How many clubs take public relations seriously and see it as a positive aid to attracting new members?"

More than half the clubs in the UK have made concerted public relations and publicity efforts to improve membership, improve relations with farmers, community, sports council, local press and media, local councillors, tourist boards, local companies etc. Success stories have been pouring into my office together with the press cuttings to prove it, about membership being so increased waiting lists have been started, courses fully booked all summer, radio and TV features, and many other things besides.

True there are still some clubs who haven't found an enthusiastic PR person with whom I can liaise — and to these clubs I would like to say: It's not too late, just look and see what other clubs have achieved with minimal outlay of time and money. Just get in touch with me and I'll help you prepare for next season.

From a national point of view there have been, as John so rightly points out, some interesting gliding features on the box. I have also had a number of gliding features published in various leisure and sport magazines and have more planned for the aviation press. On the competition front Anne Ince and Jane Randle have obtained greatly increased coverage in *The Daily Telegraph* and *The Times* respectively, both for our Nationals and for the Vinon and Rieti competitions. The Comps at Lasham, Bristol and Gloucestershire and Booker this year were both well covered.

As far as publicity material is concerned — there is now a new BGA brochure, a gliding video and some coloured photo posters which are being printed at this very moment (all clubs will receive a sample poster as soon as they are ready).

So come on John, open your eyes to what's been happening over the last nine months!

NIKKI CAMPBELL, *BGA public relations and publicity officer.*

THE VALUE OF THE WINCH

Dear Editor,

Early in John Always article 16 penetrating questions are asked of the "product" to be sold. I read on eagerly to find the answers, but there were only questions.

May I offer some facts and figures and my interpretation of their significance for general discussion?

The Devon & Somerset GC has increased its membership this year by 15% to around 200. The subscription of £55, winch launches at £1.50 and aerotows at £5.50 yielded an income over expenditure profit of over £10 000. The club fleet included two K-13s, a K-6, K-8, Club Astir and a Huskey tug. Most members go home smiling.

As a relative newcomer I am indebted to the investment wisdom of our forefathers. An early buy was a brand new winch professionally designed and built by David Clayton, priced at more than the then advanced two-seater — the Capstan. Later, against howls of protest that they couldn't afford it, the club bought 120 acres of meadows — the price £12 000.

Today many clubs launch their £15 000 glass-fibre machines on winches made of pieces from the scrap heap cobbled together and powered by resurrected Jaguar engines. The decision to "save" money on the winch is often made by those not affected by malfunction. The committee man sitting in his own glider only has his launch delayed while mechanics fix the engine.

With night approaching one *ab-initio* doesn't get a flight, the club doesn't get his launch fee or the next 100 fees because he has taken up wind surfing.

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. . . SOME DON'T!

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Winch launching is cheap — the sheet anchor of most clubs. The machinery must be reliable. The North Hill winch still performs with monotonous reliability after 147 000 launches, but the committee are talking of spending at least £25 000 on a new one.

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GORDON PETERS, **Wellington, Somerset.**

IS THIS WHAT'S WRONG?

Dear Editor,

I read such a lot of waffle in your otherwise excellent magazine regarding the declining membership figures and failure of the sport to attract "young blood" that I feel I must write to give you my views.

True, to fly a sailplane can be cheap. To compete however requires a high disposable income as costs have escalated in the pursuit of excellence with machines such as LS-3s and 4s out of the reach of your average 20-30 year-old, let alone teenagers. It is frustrating in the extreme to see what you could achieve if only you had the money or time, or both, for hanging around a flying field for a few circuits is for many a non-starter. If you had a K-8 or similar one Class or one design competition system as the Americans do you would breed that competetive spirit that puts a purpose and an edge back into people's flying.

I gave up gliding for the reasons given but I still fly. I own shares in a motor glider for lounging around in the sky and fly a hang glider to give my aviating a competetive edge and adventure.

W. SWANCOTT, **Kidderminster, Worcs.**

A LESSON FROM GERMAN CLUBS

Dear Editor,

I have just returned from a short trip to Northern Germany where I visited some half dozen gliding clubs. I was struck by the differences between them and British clubs — these differences can perhaps point to some of the problems within the British gliding movement.

The impressive German clubs are small, with 50 to 80 flying members. There are few privately owned gliders but six or seven club gliders ranging from wooden two-seaters to flapped glass-fibre single-seaters. Use of a twin drummed winch is the norm (aerotow is only a last resort) and flying fees are thus kept low, *eg* £1.50/launch and three pence a minute after 30 minutes.

Lower costs would help to encourage young people to take up gliding and stay with it. British pilots, having reached Silver standard feel they need to buy a glider to progress. In Germany advanced cross-country pilots easily have access to good club gliders. Not until competitions are entered is private ownership necessary.

There is scope for many more small clubs in Britain where all members are involved to a greater extent in club activities and can fly with minimum expense. Very few of our clubs follow these characteristics but the success of the North Devon GC shows the potential in Britain.

RACHEL DUNCAN, **Feckenham, Worcs.**

"INTRODUCING GLIDING" PRAISED

Dear Editor,

Congratulations to the BGA on the excellently designed and produced "Introducing Gliding" folder. This is something we have needed for a long time to interest people inquiring about the sport.

PETER WILDBUR, **Tonbridge, Kent.**

A POOR WELCOME TO GLIDING

Dear Editor,

I had a passion for flying since childhood days of building model gliders but coming from working class stock the dream of actually flying was dismissed as being the exclusive preserve of the rich. Sadly I missed many years' flying through lack of advertising the sport.

As it happened the sport found me. While out for a Sunday drive last September a glider landed in a field in front of me. Being curious I took a closer look and was surprised the pilot and glider appeared none the worse for what seemed to me to be a pretty hairy experience. The pilot invited me to his club and it was then I found out the facts of gliding but was told I couldn't join until this January. So I patiently waited until the magic month.

But in answer to Nikki Campbell's article in the April issue, p69, "Getting over the right image", what image? Until my accidental introduction to the sport the image was invisible.

As to Paul Williams' article in the same issue, p68, "Are we giving people what they want," I arrived on the airfield on a cold, dull January morning and found the pilot I'd met in the field, but somehow he had changed Instead of enthusiasm at greeting a potential member, he seemed a little preoccupied in wiping the frost from his glider wings.

Awkwardly I cast a glance at other members, desperately looking for a friendly face, but failed, then after a pregnant silence a voice from behind said "Do you want to join?" I spun round to be greeted by a portly man with a beaming grin. "I'm Bernie," he said and held out a hand which I shook vigorously in relief for I was at the point of thinking that perhaps the whole thing wasn't such a good idea after all.

Having been seduced and totally besotted by flying, I continued to attend on a temporary membership but quickly realised that if I didn't arrive at 7.30am there wasn't a chance of flying until late afternoon, and humping gliders all day in near freezing conditions isn't my idea of fun. One of the main reasons for this was that the club only had one two-seater for training which P1s insisted on using to improve their technique under instruction. I soon got the impression that P2s were a pain.

VAUGHAN GEORGE, **Carlton, Nottingham.**

(A bad experience with another instructor, having gained confidence with a regular member, put Vaughan off this particular club, but he has booked a gliding holiday and hopes to find a suitable club where there is more interest in ab-initios.)

50 YEARS AGO

A. E. SLATER

The turn of the year (1934-35) was not notable for the flying, but for the joyful fact that "we" succeeded in turning the "Old Gang" out of the BGA at last and made it representative of the real soaring fraternity. Eventually the Ministry of Civil Aviation helped "us" by refusing to hand over the promised subsidy until the London Gliding Club had made up its quarrel with the BGA and rejoined that body. Philip Wills was specially active on "our" behalf and I still have a file of all the letters he wrote me describing how things were getting on.

At last, on February 1, 1935, a full meeting of the London Gliding Club was held in London at the Ministry's request, at which a vast majority voted not to rejoin the BGA until it had changed its constitution to be representative of the real gliding fraternity.

Conditions for receiving the subsidy were at least 25 paid-up flying members, an annual subscription of at least £2, and security of tenure of its site, confirmed by a solicitor's letter. This last condition particularly upset the secretary of one club in the south, who had arranged things so that if the club turned him out of his secretaryship he could turn them off the site. He managed at last to send the BGA assistant secretary a document which induced the latter to send the money, but the BGA's legal experts found that they could be turned off after all.

It is hard to put into words the immense feeling of relief one felt at this liberation of British gliding from its five years of frustration by the wrong people.

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Josée Moseley-Williams, a very active 78 year-old pilot who has reached the finals of the 1984 Legal and General Golden Years Award competition. See Southdown GC's report. Photo reproduced by permission of Beckett Newspapers Ltd.

Copy and photographs for the February-March issue of S&G should be sent to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, telephone 0223 247725, to arrive not later than November 29 and for the April-May issue to arrive not later than February 5.

October 10, 1984 GILLIAN BRYCE-SMITH

CLUB NEWS

AVRO (Woodford)

After a lapse of many years we want to inform the outside world of our exploits. We have had many badge flights this year — Geoff Rayner landed just short of Diamond goal, Roger Bostock has completed his Silver C and Dennis Hall his Bronze C within six months of starting with the club. There have been lots of other leg achievements.

Members have been sampling other sites and our Sport Vega was well utilised at such places as Portmoak, Connel, North Hill, Lasham, the Long Mynd and Nympsfield.

Our marathon day in June was a great success, raising £500 towards the purchase of a Pilatus B-4 who no one at the moment seems willing to sell! Our current fleet stands at two K-7s, a Sport Vega and a T-21 (under repair) not to mention our IS-28MZA motor glider.

Our hangar has been re-roofed and the ground equipment is maintained to a high degree by John Harrison and his team. We have now proved our belt-driven mobile winch is ultra-reliable and keep our yellow winch as a mobile standby, but this hasn't deterred us from experimenting with a reverse pulley autotow which is proving encouraging.

S.T.

BLACK MOUNTAINS (Talgarth)

September was excellent for wave, thermals and ridge running. Andrew Johnson from Bedford took his Oly 463 to 11 900ft and the following day Dave Wilkinson (Phoebus) left 2kt lift at 15 000ft through lack of oxygen. The average flight time for the month was 1hr 52min which included air experience flights limited to 30min. Visitors continue to be astounded at the soaring available.

Congratulations to Bill Morgan on a 50km to Nympsfield, to John Price on becoming deputy CFI and to John Bally, CFI, on winning Lasham Regionals Class A.

We are grateful to Derrick Eckley for installing our new concrete trailer road, virtually singlehanded. The sight of the club chairman flinging wet concrete around for almost a week probably went a long way towards extending flight times — for fear of being offered a shovel!

P.A.J.

BLACKPOOL & FYLDE (Chipping)

A lot of club money has gone to ground this year, the most expensive item being the £2000 worth of terra tyres for our vintage cable-retrieve tractor. These low pressure tyres will prevent accumulative damage to the field during the winter and permit flying even after heavy rain.

Also, half the bad end of the field was ploughed, harrowed and seeded this autumn to take out the bumps and hopefully reduce damage to landing gliders.

Congratulations to Tom Henthorne and Jeff Johnson who landed in the same field near Harrogate after completing 50kms. They were joined by another member and by tea-time all three retrieve crews had arrived. A passer-by caused much amusement by inquiring whether they were packing up for the night or could he still get a flight.

Congratulations also to Paul Myers who achieved 280 of a 300km triangle attempt on a very marginal day and to Ken Fixter who gained Gold height at Feshiebridge.

V.H.

BORDERS (Milfield)

Our new site has gradually taken shape over the last few weeks. The absence of the Super Cub for two weeks due to C of A etc gave members the opportunity to make a successful effort preparing sites for the hangar and clubhouse.

Alan Urwin deserted his autumn cultivations to come and plough the whole area to be levelled and re-seeded.

The T-21 and Tutor have reluctantly been sold — they leave many happy memories behind. The club fleet now consists of a Bocian, YS-53 and K-8.

T.P.

CAMBRIDGE UNIVERSITY (Cambridge and Duxford)

Congratulations to Steve Mynott on his Gold C distance and Diamond goal in his K-6 on August 10. Silver heights were gained by Paul Rance, Gillian Foreman and Richard Kimberley on August 19 while on the same day David Howse and Neil Foreman took the club T-21 to nearly 7000ft.

The annual Long Mynd camp in September was successful with 134hrs flown in a week by 23 pilots with Paul O'Donald completing his five hours in very weak hill lift.

Our congratulations to William Long who went solo on his 16th birthday in September. The weather was poor and he had to wait until late in the day.



William Long, photographed by his father Edward, after his first solo on his 16th birthday.

Visitors are always welcome at Duxford but please note that south side circuits are always in operation for gliders with a 2000ft ceiling on the north side for powered aircraft only.

We are celebrating our Golden Jubilee next year with a special dinner at Gonville and Caius College on March 16 to which former members are warmly invited. Those wishing to come should contact Anthony Edwards, our president, at Nickersons, Barton, Cambridge CB3 7BG, tel 0223 826 2367 as soon as possible.

G.K.F.

COVENTRY (Husbands Bosworth)

We have had one of the best course seasons, possibly encouraged by the good summer, with 140 pupils bringing the figures well up on last year. The club fleet has been augmented by a new Polish Puchacz two-seater which is pleasing everyone. We now have planning permission for a new hangar.

Twenty-one members went to the Vintage Rally at Sutton Bank and five took along an SB-5, a T-21 and a King Kite single-seater vintage glider built by David Jones in his living room! Congratulations to Diane Spalding and Alan Kangurs on their 40km O/R from Sutton Bank to Castle Howard in very windy conditions and to John Morgan on his flight to 27 000ft at Sutton Bank, one of eight happy pilots to achieve Diamond height in the same week.

We are hoping to organise a glider aerobatic competition weekend soon and invitations are extended to other clubs.

We welcomed a group of enthusiasts from a physically handicapped club and gave them 12 flights, paid for by several of our members, for which many thanks.

Until other arrangements can be made we are helping Nene Valley GC with Les Crawford and John Osborne as acting CFIs and we have had a similar request from Middleton GC.

The Astir has gone to Shobdon for our members to fly in the hope of good winter wave and we have loaned a Bocian to Saltby.

We hosted the Vintage GC for their annual presentation of awards. Dinner was served to 110 members and guests after which we enjoyed a short talk by Ann Welch.

N.B.

DEESIDE (Aboyne Airfield)

Two black grouse are missing in Glen Tanar. We have been asked to help by the Institute of Terrestrial Ecology who are radio tracking grouse with direction finding equipment. An airborne search from our tow plane during its normal operations will attempt to establish whether in fact the missing birds still exist. Experiments with DF will come later. With luck, grouse will be on the menu at our Christmas parties.

The early autumn wave season was a disappointment with very few good days. On one of the best, local pilot Chris Marren flew a "low-level" 250km cross-country, staying below 12 000ft throughout. Meanwhile, the visitors were enjoying the different experience of local flying to 23 000ft. For cross-country flying, it does not normally pay to go too high. Sometimes though, absurd heights are necessary to cross the mountains. One pilot recalls needing 22 000ft at Ballater to be able to get to Aviemore in the 65kt headwind.

K.A.H.

DERBYSHIRE & LANCASHIRE (Camphill)

It's a small point but we are named after two English counties, not a town and a county. We've had a good summer of soaring and several determined assaults were made on our last unclimbed peak: Diamond distance from our own site. Mike Armstrong, the first to do 300km from Camphill some 14yrs ago, came within a whisker of success. He had to divert away from the hills on his final glide and landed too far off track, even though he had flown more than 500km. Since the closed circuit requires a landing at 1350ft, opinion is swinging in favour of dog-legs for 1985: south as far as airspace will allow and then back to Derbyshire or Yorkshire to a goal near sea level.

The Lasham visitors, led by Trevor Fox, discovered that wave cross-countries can be flown from winch launches even in the middle of summer. Our congratulations to Bob Manning on his Gold height.

Clive Wilby, treasurer, began his gliding near the east coast and so he's been able to show us a thing or two about sea breezes. We didn't realise how often they penetrated into the middle of the country. Clive (Libelle) came 1st in the Northern Regionals.

One of our two K-7s has just metamorphosed and now looks smarter than the K-13 we've had since new. The single-seater fleet remains unchanged for the moment with two K-8s and a Sport Vega.

J.R.H.

DEVON & SOMERSET (North Hill)

A gallant band turned out on September 11 to allow Jonathan Smith to go solo on his 16th birthday, briefed by his father Ron. In less than perfect conditions, Jonathan then took two further launches, each over 30min. No doubt Ron and his Jantar syndicate will be under siege ere long. Similarly with Stephen Fitzgerald who gained Silver height this season and has amassed an excessive number of hours in the parental B-4 syndicate.



Jonathan Smith also went solo on his 16th birthday, seen here being briefed by his father, Ron.

Harry Houghton, George White and Dave Brummit have also gone solo and there have been a flow of conversions. A K-13 has been damaged but we hired the Albatross GC's Blanik and now the Dunkeswell GC YS-53 has arrived.

We have a Sports Council Grant for a tug hangar; have a resident Motor Falke syndicate from Westlands and there are plans to replace the winch. Sadly, Andrew Blackburn is retiring after nine hard-working years and we give him our thanks for his great contribution.

The August task week was a minor success for producing interesting flying in often poor conditions. Ian King (K-6CR) managed 289km and Ian Mitchell (Club Astir) completed his Silver C with a duration. Dave Reilly (again) won in a K-13 with a supporting cast of Sandra Harrup, Stephen Fitzgerald and Phil Whitehead gaining cross-country experience. Runners-up were Mike Fitzgerald (B-4, Metal), Don Jones (Libelle, Glass) and Ian King (K-6, Wood). Visitors from Mendip and Cornish GCs pressed us hard and enjoyed the week.

On September 30, our CFI, Julian Hine, greeted Barbara Fairclough, CFI, of Dunkeswell GC, who flew in with the YS-53 on the last launch from Dunkeswell. Some of their members will now be using our circuit instead of avoiding it.



Julian Hine, CFI, welcoming Barbara Fairclough, CFI of Dunkeswell GC.

I.D.K.

DORSET (Old Sarum)

There has been much activity as we tackled the problem of our lack of hangarage with a supposedly temporary structure which is a splendid, large home for our fleet. Our thanks to Ron Hardy, site manager, and the hangar gang for their hard work.

Our new clubhouse has been well equipped and the soaring season has been excellent with a profusion of Bronze Cs and Silver heights. Lee-on-Solent, temporarily deprived of their site due to an air show, were recently our guests together with a number of visiting Silver distance pilots.

Since Easter we have given members of the public 485 air experience flights, not including the 180 on our longest day, proceeds of which went to a local charity. We have featured on a BBC sports programme and received extensive press, radio and TV coverage from our open day which has generated a lot of public interest. The outcome is a 40% increase in membership and our finances remain very healthy despite major capital outlay on buildings and equipment. Follow that John Holland!

A.W.T.

DUNKESWELL (Dunkeswell Airfield)

We have had a very successful summer season with all courses well attended. Congratulations on going solo to Tony Davies, Chris Fitton and Mark Harris, Mark also achieving a Bronze leg along with Dave Martin. Well done Neville Churcher on re-soloing and Chris Davison on completing his Bronze C.

Flying has been greatly enhanced by the non-stop aerotowing of Mike and Barbara Fairclough's new Super Cub serving as club tug.

The end of season barbecue was a success but, unfortunately, rather dampened by

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news that due to operational difficulties on the airfield, the club would cease operations permanently at the end of September. So, regrettably, Dunkeswell GC is no more, but our thanks to the Devon and Somerser GC for accepting our ex-members into their club.

Finally, all our thanks to Barbara and Mike for all their efforts over the ten years of the club's existence. We really appreciated it.

C.J.H.

ENSTONE EAGLES (Enstone Airfield)

This summer we had quite an influx of new members but most have faded away, leaving the usual hardy few to brush the ice and snow from the K-7s each weekend.

During 1984, the club Skylark 3 was replaced by a K-6CR, our T-21 has finally found a new home at Shennington airfield and the Blackbird syndicate now have a Std Cirrus.

Congratulations (it's that word again!) are due to John Nicholson on going solo and to all those pilots who helped us win the Midland Regional Inter-Club League. Unfortunately, the final clashed with our Regional competition so we were not represented in all three Classes at Dunstable.

G.D.

ESSEX (North Weald)

We had a good season with Steve Griffin, C. Osborne and Sylvia Tamkin going solo; John Rivers and Steve Ell gaining Bronze Cs, Steve, Gill Bull and Owen Mooney flying Silver distances; Ralph Hawtree and Chas Forwythe completing Silver Cs; Ralph Johnson and Peter Molloy achieving Gold and Diamond distances and John Bridges a Diamond goal.

Jack Swallow is out of hospital after his accident, see the last issue, p211.

Our hangar is nearing completion and we have a hangar warming party in November. Our thanks to Nympsfield for their hospitality during a weekend in June when we were closed down. Our thanks also to John Mitchell from Peterborough & Spalding GC for being our course instructor and to Ron Burk for his driving and support — the courses were so popular they have been extended to October.

M.R.T.

ESSEX & SUFFOLK (Whatfield)

Peter Wilby was made an honorary member of the club in recognition of seven years as CFI during which time he made us into a well equipped and well staffed organisation. Angus Macdonald has taken over as CFI.

Claire Thornton and Kevin Rust have gone solo; Paul Roberts, Brian Hill, Martin Langford and "Zip" Kruger-Gray have Bronze Cs; Mike Thorpe, David Odhams, Kevin Balaam, Mike Haynes, Paul Roberts and Geoff Thurtle have their Silver Cs; Paul Rice completed his Gold C with a Diamond goal and Colin Smith and Tristram Llewellyn-Jones achieved Gold distances to Devon. Congratulations to them all and to our president, Eric Richards, on being awarded the Renault trophy for the longest flight in Australia by a visitor flying from Waikerie.

Exactly a year ago we reported the slashing of all the tyres on our trailer fleet and we have just suffered an identical attack. Whether it is a grudge attack or vandalism is not clear. This time we are offering a £200 reward for a conviction.

It is with great sorrow we record the tragic death of Cliff Barnett, a member of the K-6E syndicate for many years. Cliff was on the editorial staff of *Flight* and was killed on an aerial photo assignment in Germany. A moving and discerning obituary appeared in *Flight* to which my added comments would seem superfluous.

R.A.C.

HAMBLETONS (RAF Dishforth)

The long hot days of summer have ended abruptly with rain and wind which have led to a sharp reduction in the number of members appearing on the airfield.

Congratulations to Steve Emsley on going solo, and to Pete Reading, Steve Olender and Keith Taylor for meritorious performances in the Northerns. Pete and Steve subsequently went on to compete in the Nationals.

We are pleased to see the K-6 flying again, resplendent in a new coat of paint.

J.P.

HEREFORDSHIRE (Shobdon Airfield)

The late summer has been enjoyable with several weeks of club flying. There have been no staggering cross-countries because the beneficial north and west winds have made the local hills and wave too tempting, the principle being it was better to soar until sunset than risk the hassle of a long road retrieve.

The exception to this rule were the pilots who went to the Long Mynd's task week, especially Rod Hawley who won.

D.J.

HIGHLAND (Dallachy)

This has been a record year with 3001 launches and 750hrs compared with 2005 launches and 430 hrs in 1983. On one outstanding May day we had a cloudbase of 7000ft.

Our congratulations to Steve Young and E. (Van) Johnson from Aboyne on going solo; to Stewart Youngson, Robin Smith and Andy Anderson on their Bronze Cs and to Neil, Brian and Andy Anderson, John Watson and Stewart Youngson on Silver heights, Stewart also achieving the first 5hrs at Dallachy.

We had the annual visit in April from the Edinburgh University GC with their K-13 and Trevor Armstrong, our new CFI, ran a course in June when we again welcomed the Edinburgh K-13 and Peter Whitehead and his father with their IS-28 from Yorkshire.

Colin Haddow had the first ½hr flight at 3.40am on our "longest day" and later two RAF Kinloss pilots gained their Silver heights.

In May Jim Tait and our Bocian were featured on BBC TV's "Now Get Out of That" programme and on Wimbledon final day Jim, at 17 000ft, relayed the result to the rest of the club while Mike Foreman, also at 17 000ft, broke the club endurance with a record 7hrs 42min soaring in his Kestrel.

The Kestrel had a long trip in February when stolen in its trailer from Dallachy and driven down the M6 to be stopped by police in Wigan. The case was subsequently heard in court in September and the thief remanded in custody.

A Bocian is a recent addition to the club fleet.

G.A.

INKPEN (Thruxton Airfield)

Our CFI, Tony Gordon, has retired as CFI after two years and Ron Evans, deputy CFI, is to take over. The committee is working with Ron to reorganise our activities with the intention of continuing midweek flying.

At a recent social evening we presented Tony with a tankard engraved with a drawing of his ASW-15 as a token of our appreciation.

I.D.

KENT (Challock)

Despite poor soaring conditions the soaring course run by Ken Stewart, BGA national coach, was enjoyable. During the task week which followed much useful site work was done on the non-flying days.

Congratulations to John Hoolighan on his five hours.

Our course instructor and ex-CFI, Glyn Richards, is retiring from this long held post at the end of the season. We thank him for all his work and wish him success for the future.

J.B.

Obituary — Adrian Harris

Adrian Harris was tragically killed on September 1 when flying a Dart 17R which mysteriously disintegrated in mid-air.

Adrian joined the Kent GC in 1970 having previously gone solo at the Essex Club, and with 15yrs' flying experience, built up a reputation of being a safe and a very able pilot.

He did not believe in rushing at things, finally completing his Silver C in 1978. A perfectionist at heart, he was renowned for carrying out the most thorough and time consuming DIs.

He joined the Dart 17 syndicate in 1979. He was very happy flying this aircraft and when airborne at the end of the day, always managed to squeeze the last drop of lift from the sky.

He was a very keen ornithologist, an active member in the restoration of World War II Aircraft (much time was spent on the Spitfire now at RAF Manston) and had a deep love of music.

Adrian never married, but he was doing what he loved most of all when his life came to a tragic, premature end, at the age of 41.

Chris Weston

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LAKES (Walney Airfield)
Our summer courses were an outstanding success thanks to the enthusiastic team, instructors and, of course, Pauline Reeve for the catering.

Ron Reid has gone solo on the Dimona motor glider while Peter Lewis has joined the elite band to achieve Silver distance from Walney with a 110km flight to Harrogate. He followed this up with a flight from Aboyne to 10 500ft for Silver height.

Barnoldswick in Lancashire seemed to be the favourite cross-country destination in 1984 (must be a good pub!), followed by Sutton Bank.

E.K.

Obituary — John Taylor
It is with great regret that we record the death of John Taylor, following a gliding accident this summer.

John, who was an enthusiastic club Pilatus pilot, pioneered a Silver distance route up the west coast to Cockermouth.

Our sincere sympathies go to his wife and family.

Eric Kendall

LONDON (Dunstable)
We were deeply shocked by the death of Freddie Taub in an aerotowing accident on August 21 (see the last issue, p224.) Freddie was a member at Dunstable for many years and was an instructor as well as a tug pilot. He will be much missed by us at London GC, and we send our sympathy and condolences to Sheila and David.

On a happier note, this has been a highly successful season in every way, with *ab-initio* courses fully booked up far in advance right through the year. Cross-country flying has flourished with over 50 000km flown. Various members are wearing a groove in the road to Aboyne; the latest being Brian Wise, who reached 19 600ft for his Diamond. Dunstable pilots Robin May and Eric Hamill currently head the National and Club Ladders respectively.

There won't be a Nationals at Dunstable next year, which, we hope, will give us the opportunity to stage a Regional Competition for the first time for quite a while.

Latest in the K-23 saga; we expect the first of Schleicher's new glass club single-seaters by the end of the year, so form an orderly queue, please!

D.S.



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MENDIP (Weston-Super-Mare)
After the accident to our Bocian, Albatross GC kindly lent us their Blanik for several weeks until our new K-7 arrived. We also obtained a K-6CR.

Recent months have proved the best ever in our history with Silver heights and distances to North Hill by John Hocking, Dave Bagshaw and Ken Buckingham. Em Williams, Pete Jones, Clive Bailey and Colin Watt also achieved Silver distances, Clive with a Silver height and Colin with a Gold.

Pete Jones, Paul Marsh and Steve Bailey gained their 5hrs on our ridge and John Hocking completed his Silver C with a duration at Nympsfield.

Congratulations to Roy Stirzaker, Dave Maddicks and Dave Neville on going solo and to Bob Merritt on completing his Bronze C.

H.P.

MIDLAND (Long Mynd)
The weather for our task week at the end of August was rather disappointing — although it was flyable every day and we fitted in five contest days, we were beset by anti-cyclonic haze combined with, on the whole, unspectacular soaring conditions. The week was won by Rod Hawley from Shobdon.

Congratulations to Paul Davies, Alistair Lewis and Roger Price on first solos.

September has been a month of westerlies and we have done a lot of bungying and ridge flying with some good late summer thermals and wave thrown in for good measure.

D.M.K.

NENE VALLEY (RAF Upwood)
It was a very successful soaring season. Dave Sutton got his Silver height and John Young his 5hrs in marginal conditions. We have our biggest ever pool of early solo pilots, many of whom have Bronze legs, and Jeff Edwards and Kev Degen have recently gone solo.

Our thanks to the Coventry GC syndicate for bringing their IS-28 to help out. Adrian Thomas successfully completed an instructors' course. We said goodbye to Joe Seitz at his party (Les Crawford and John Osborne are filling the gap until our new CFI, Chris Sherlock, returns from the Falklands) and also to Bill Grass.

We lost our K-2B in an aborted take-off. It was a write-off but fortunately no one was hurt. If anyone has an undamaged K-7 fuselage going cheap do let us know.

D.H.



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NEWARK & NOTTS (Winthorpe Airfield)
We had a full team at all the meetings of the Northern Inter-Club League and at the League final at Dunstable. Both the League and the Ken Stewart cross-country course in June have generated much interest and enthusiasm for cross-country pilots.

The social side is also growing now that the clubhouse is in use.

We operate two K-7s, a K-8 and an SF-27 from a two-drum winch at weekends and Bank holidays. Visitors are welcome on our flying weeks.

D.F.

NORTH WALES (Pen-y-Parc, Nr Holywell)
Congratulations to Ken Payne, our CFI, on achieving 2000hrs on gliders. A buffet dance was held in his honour at which he was presented with a trophy.

Gerry Maddock got both Bronze legs at the Cotswold GC and congratulations also to Alan Dean on his five hours, to Keith Lewis and Dave Sprake on their Bronze legs and to Jack Edge and John Bryant on their B certificates.

The open weekend went extremely well and our thanks to the instructors, to Beryl Musgrave and helpers for the catering and to the ground crews. There has been a committee change with Brian Sedgwick taking over as treasurer and John McCormick as the new secretary.

The road widening scheme for the A55 has not yet started so we won't move to our new field until the work begins.

J.J.M.

OUSE (Rufforth Airfield)
Our congratulations to Peter Ramsden on winning the Open Class in the Northern Regionals and to Roser Mortimer on coming 6th.

A September expedition to Portmoak resulted in Gold heights for Mark Thompson (who flew Gold distance earlier in the year), Neil Ashworth and Richard Thomson. There were several other good flights including two to 14 000ft for our club K-7. But to prove it isn't really necessary to go to Portmoak, John Taylor got Gold height in wave from Rufforth a week earlier.

David Harrison completed his Silver C with a distance flight to Gamston. Congratulations also to Dawn Hammond and Kate Tate on going solo. Kate and other members of the newly-formed T-21 syndicate are frantically searching for flying helmets, goggles and silk scarves to see them through the winter.

R.T.

OXFORD (Weston on the Green)
Rumour has it that females have no place in the gliding world and I am delighted to report that the recent achievements of the club's mere males have been totally overbalanced by the accomplishments of our female members.

Although somewhat overwhelmed by the willing male hands assisting in securing parachute chest straps etc, five females managed to take to the air recently, for them the first time without the almost customary male ballast. Our congratulations to Carol Broad, Christine Hanlon, Yvonne Parker (re-solo), Hillarie Smith and Debbie Thomas. John Hammond also earned our warmest congratulations for his first solo flight.

The equality of the sexes was further proven by the achievement of the Bronze C rating by both John Hanlon and Paula Woodgate.

Finally, our entertainments manager, Chris Putt, should also be congratulated for entertaining himself elsewhere during his much advertised end of season barbecue. Luckily for the hungry pilots, our local pubs serve very good food! Come back Chris, all is forgiven!

P.W.

PETERBOROUGH & SPALDING (Crowland Airfield)
The year has seen significant progress and achievement. Flying has increased thanks to an improved fleet and a healthy demand for air experience parties and weekend courses.

We thank Tess, Brenda, Tony and helpers for organising our social events. We came 3rd in the Inter-Club League and our Competition Enterprise team managed hundreds of kilometres.

Our PR man, Roger, has been working wonders. "Radio Crowland" went live on BBC local radio together with some soulful advertising on Hereward Radio. Excellent local press coverage and a mail-slot campaign brought an encouraging response and several new members.

We welcome Brian Crowhurst to the instructors' rota; John Palmer has his Bronze C and Eric Arthur has learnt how to take TP photos. One pre-Bronze C pilot distinguished himself by getting lost over the airfield and making a perfect landing on his own farm.

Our annual dinner-dance is on February 24.

K.R.D.

RATTLESDEN (Rattlesden Airfield)
We hosted the East Anglian Inter-Club League on August 11 and 12 with the Saturday studded with Gold and Diamonds. Including the *hors concours* pilots, eleven completed at least 305km triangles and the total kilometres flown was 4155. Four of the five Pundits completed the 320km task, three of the five Intermediates the 305km triangle and three of the five Novices flew the 155km O/R.

Sunday wasn't as good but we ended with a final total of more than 6500km with four Gold distances and Diamond goals claimed. Our thanks to Andrea Arnold and her team for the superb spread on the Saturday evening.

Congratulations to Roger Davis for achieving Gold distance and Diamond goal, to Dave King on completing his Silver C and Ruth Chamberlain for gaining her Bronze C.

Paul Handover and Brian Griffiths are currently on an instructors' course at Lasham.

R.W.

SCOTTISH GLIDING UNION (Portmoak)
It is likely that the first Nimbus 3 to be based in Scotland will be arriving at Portmoak soon. This presents many new opportunities for record breaking in the NW wave that gives us our best cross-country soaring.

Many thanks to the outgoing committee for their efforts over the last year, especially to

our hard-working secretary Gordon Beaton. The club fleet is steadily increasing to cope with the influx of new members and now stands at a Bocian, K-6, three K-13s and three K-8s. It is hoped to introduce glass to the fleet next year.

SGU are to appear on Scottish TV's "World of Sport", a peak viewing time programme, with a 15min feature emphasising the competitive side of the sport.

A.G.I.D.

SHALBOURNE (Nr Hungerford)
Members who went to North Hill for Competition Enterprise had a great time. Three pilots competed and one flew *hors concours*. Congratulations to John Dabill, CFI, who completed his Gold C with a 322km O/R on the first day.

Work continues on the clubhouse and it now looks very smart with its newly painted roof and exterior walls, ready for the October visit by Charles Morrison, our local MP.

A few members have gone to Portmoak with a Dart and an LS-3 in search of wave while others are off to Shobdon on a similar venture with one of the K-6Es and the Skylark 2.

Congratulations to Richard Swallow and Julia Stamp on successfully completing an instructors' course at Lasham, to Miranda Gladstone, Carol Pike and Terry Bakeron completing their Silver Cs with 50km flights and to Jonathan Mills and Nigel Kent on Silver heights and durations. Nigel has just flown his fourth 50km leg and we hope the barograph works this time — he has done well in the Skylark 2 during his first solo year.

Finally we wish good luck to Miranda Gladstone who has gone to work in South Africa.

J.S.

SOUTHDOWN (Parham Airfield)
We have effectively doubled the width of our site with the new area having been graded and sown and it should be ready for use by spring. With this in view the syndicate fleet has been increased to 24 gliders which, with the five club gliders, should keep our winch and two tugs busy.

Our young pundit Ian Ashdown has set a new distance record from our site in his Kestrel by completing a 440km triangle but still the 500km eludes us. Congratulations also to Guy Hudson, Alistair Stewart and P. Heighway on going solo and to Peter Hurst and Ria Ward on their Diamond goals.

Josée Moseley-Williams, a 78 year-old Bronze pilot who started gliding when she was 70, has won through to the final of the Legal and General Golden Years Competition to find Britain's most active pensioner. We all wish her luck in the final.

R.A.W.

SOUTH WALES (Usk)
We were just about full-time this summer. The administration load has been heavy and our thanks to those who coped with it and to those who sustained a non-stop programme of evening courses.

Our second task week this year was run successfully by Earl Duffin with good weather. It was suitably wound up by Martin Burlock (Dart 17) declaring and flying a 300km. John Brides (Jantar 19m) came top.

Ron John and John Evans have their Silver Cs, John achieving it in his first full year. Among those to go solo was Maureen Counsell, wife of our CFI. If you can't beat 'em . . . !

P.F.

STAFFORDSHIRE (Morridge)
We are grateful to the Shropshire Soaring Group for providing us again with the opportunity of joining in their task weeks at Chetwynd. This encouraged a number of us to "have a go", our K-18 flying more killometres than in all the preceding year. Our congratulations to Tony Boyce who used one of the tasks to complete his Gold C in his ASW-19B.

Congratulations, too, on first solo flights by Mike Greenwood, Martin Powell and Roy Goodwin.

A successful barbecue at the beginning of September attracted a clubroom-stretching contingent of members and friends.

Our winter lecture season got off to a good start with Len Kirkham giving an illustrated talk on his flights from Minden, Nevada, made earlier this year.

Membership is up this year to the highest level since we moved to our present site and we are now working on our next five year plan aimed at increasing and maintaining this membership.

B.G.

SURREY & HANTS (Lasham Airfield)
The good weather extended into the first half of August. The 1st was particularly notable with 500kms by Chris Lovell (Mosquito in 5hrs 59min), Jeff Gentry (Kestrel 19) and John Barrows (Kestrel 19) for Diamond distance. Then on the 11th Zenon Marczynski

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completed a "standard" 514km for Diamond distance in his syndicate LS-4.

The combined Open Class Nationals and Regionals had a good week with a record number of our gliders entered. (See report in this issue.) Lionel Sole flew the Ventus with tips in the Nationals, Annabel Lucas and Keith Lines flew Astirs in the Regionals Class B and John Bastin the Mosquito and Roy Pentecost the Kestrel 19 in the Regionals Class A, Roy coming a close second.

The annual Portmoak expedition is now underway and an expedition to Talgarth is planned.

After three years in the Lasham bar, the Dunstable plate was claimed again just days after your scribe posted the last issue's news. John Cardiff flew down in his ASW-20L on the eve of the Nationals.

C.G.S.

SWINDON (South Marston)

We have been hit by a bombshell: our club has been given notice to quit South Marston Airfield by mid February, after 26yrs. The airfield has been sold for industrial development and we have to go.

The search is on for a new site for operations and several avenues are being explored. However, at the time of writing, there is no light at the end of the tunnel and any offers or suggestions will be welcomed.

On a brighter note, congratulations to Colin Buckle on going solo.

P.M.

ULSTER (Bellarena)

As this was written early in October instruments were being installed in the Monerai built at Larne, which was structurally complete and sprayed, with its trailer also built. First flight was imminent, the gestation period having been stretched recently by chief builder Louden Blair's change of job. We believe this is the first Monerai to be completed in the UK; another is following on closely this side of the water, being built by Larry Kelly of the Dublin GC.

Most outstanding flight in an otherwise uneventful two months was Alan Sands' goal flight from the Dublin site at Gowran Grange back home to Ballarena at the end of their task week. It was the first time the "Guinness run" had been flown in the northbound direction. Alan climbed to 16 000ft in very hazy, invisible southerly wave off the Wicklows, over the neighbouring Blessington Lakes, called his final glide from 217km out, *overhead his starting point*, slowed up only briefly in some wave bars downwind and arrived overhead Bellarena at 5000ft.

Latest soloist is Pat Irvine and the Queen's University K-7 is now operational within our fleet, presently handling a small influx of "freshers."

R.R.R.

VECTIS (Sandown Airport, Isle of Wight)

We had a busy summer with many holidaymakers being given air experience flights and good conditions offering thermal or ridge soaring with occasional sea breeze fronts to explore and enjoy. We are slowly but surely becoming familiar with the soaring possibilities on the Island.

Congratulations on going solo to John and Jenny Pragnell, Peter Tuppen and Simon Edwards.

We now have 46 members and are pleased with the SD-3 we have added to the small fleet. Our thanks to Anny Ratsey Woodroffe, Jenny Pragnell and Lesley Tuppen for organising the July barbecue and bringing sandwiches to the site, and to the Odiham members who used their Rallye for some tugging.

We operate mainly at weekends and anyone is welcome to get a different view of the Island.

S.M.

WEST WALES (Templeton)

Our open day on August Bank Holiday proved to be a success. Congratulations to brothers Rees and Kevin Howells on going solo and to Peter Hackett and Jim Ratcliffe on gaining Bronze Cs.

Our private owner fleet has grown to seven with the arrival of a second K-8.

Several members have visited the Vale of Neath site at Rhigos and sampled the rigours of flying from an exposed mountain top! Four pilots from the Rhigos have paid a return visit to our lowland site and we hope such exchanges will continue, to the benefit of both clubs.

S.J.P.

YORKSHIRE (Sutton Bank)

This has been a busy and successful year. Further additions to the glider fleet and to the clubhouse mean that members and visitors enjoy superb facilities at a very reasonable cost with excellent thermal, wave and hill soaring possibilities.

The good soaring days this season were put to good use. There were numerous flights over 300km with Jon Hart's 530km O/R for his third Diamond being the best. In addition to scores of wave flights over 10 000ft, climbs to over 20 000ft are not uncommon. Adrian Hatton made sure of his Diamond by climbing to 29 000ft for the height trophy. It's rather sad to sit at great heights over the A1 looking down on glider trailers heading for Scotland!

The Northerns were a great success with six competition days. On one, club member Cyril Hutley completed a 300km O/R at great speed and claims a new UK 15 Metre National record.

YGC celebrated 50 years in existence during August. It was very appropriate that the VGC should hold their UK rally during that week. We were delighted to welcome the beautifully preserved machines and their equally well preserved pilots. Several lovely hill soaring and wave days provided the ideal conditions.

P.L.

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SERVICE NEWS

BICESTER (RAFGSA Centre)

The end of summer saw ten new solo pilots and Silver legs for Samantha Nattrass and Terry Pitts. Dave Caunt achieved his Diamond distance flying from Booker. Well done Dave, 750km next! Two Gold distances were flown but unfortunately both pilots suffered TP errors. The incentive is there for next summer's Gold pundits to practise TP photography this winter.

We were represented well in the Inter-Services Regionals with Mick Webb winning the Open Class and Ken Hartley coming second. Gary Buckner came third in the Sport Class flying well in his first competition.

We have two new instructors, Shaz Piercey and Michelle Tootell, and our thanks to George Lee for helping out on the course. John Hull is leaving the Centre on posting.

The JSW week was a great success with John teaching instructors how to teach cross-country speed flying. This is the first time he has attempted this and it worked well.

A good time was had by all at the end of season party. With its 1960s theme we've never seen so many middle-aged people in mini skirts!

S. & J.H.

CLEVELANDS (RAF Dishforth)

Newly married "Noddy" Aherne has been posted to the Falklands, joining the newly formed Tumbledown GC.

Tom Eagles has taken over as CFI from Paul Whitehead who has again proved he is incapable of flying 500km. This time with a 485km effort.

P.W.

FENLANDS (RAF Marham)

Samantha Harrison, Nigel Taylor, Carry Vernon and Mick Moreton have gone solo and Richard Prowse has resoloed. Mick Moreton and Dave Galbraith have their Bronze legs and Julie Hunt flew to Coltishall for Silver distance.

Martin Durham has taken over as CFI and his wife Wendy has gone solo and done an hour's soaring.

We have to say goodbye and thanks to Ralph Dixon, Pete Burns and Pete Rock and get back Chris Jobling as well as welcoming Andy Winton from Bannerdown.

S.L.

FULMAR (RAF Kinloss)

Julian Spooner is the second of the Gordonstoun boys to go solo. Jim Francey got his second Bronze leg in the wildest thermals ever seen at Kinloss.

Calamity overtook us in August when the bar bell was stolen.

W.G.

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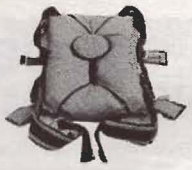
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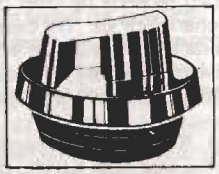
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HUMBER (RAF Scampton)
We had a good summer with hardly any lost days due to the weather but several disruptions from the Red Arrows!

Central Flying School are now established at Scampton and although we had to move out of our hangar we have been given alternative accommodation and hopefully should have more new members from the increased personnel on the station.

Our Cottesmore members are doing extremely well with many solos, Bronze legs and Silver heights among them. Jo Scrase, our only WRAF member, has gone solo and Phil Hutchinson, who rounded up the Cottesmore members, flew 300km for Diamond goal.

The weather was kind for the Inter-Services Regionals when a good time was had by all. We are planning an expedition to Sutton Bank in March.

We say goodbye to Sheila Gildea who has recently married Alan Clark, CFI of Fulmar. Sheila has been with us for many years and we thank her for all her help, whether it be helping to strip a tractor engine or driving the winch. Her sense of humour will be missed.

K.M.G.

KESTREL (RAF Odiham)
The fine summer produced a crop of badge flights with a first solo for John Flint; Bronze C for Ian Booth; Silver legs for Peter Hewstone, Terry Jaggers, Gillian Booth, Mandy Jones and Ron Mitchell; whilst Charles Bickers, Geoff Seaman and Babs Earl have completed their Silver Cs. Babs has taken only six months from *ab-initio* to full Silver and 40hrs' flying.

Our K-8 has gone to a new home at Lee-on-Solent and we are awaiting the K-23 replacement.

Several members flew in the Inter-Services Regionals with Allan Somerville, flying the K-21 as P1, achieving 2nd place in the Club Class, being narrowly beaten by ex-member Jerry O'Dell.

Dave McCarthy (Libelle), "Slim" Whitman (Mini Nimbus) and Ernie Downing and Mike St Jean with the Astir are searching for wave in Aboyne. "Slim" has also recently qualified as a tug pilot.

P.W.A.

TWO RIVERS (Laarbruch)
Even though the weather was mediocre we have had a superb season. We flew 13 000km, 1400hrs and had over 6500 launches. We sent 23 solo, gained six Bronze Cs, five Silver Cs, seven other Silver legs and two Diamond goals. The most notable 500km attempt was by Al Thomas who ran out of day after 430km.

Our team in the German Armed Forces Comp came 3rd in the Standard Class. Barry Elliott, CFI, flew in the UK 15 Metre Nationals and Greg McIntosh won the British Forces Germany Competition Open Class.

Greg McIntosh and Martin Gittings are now assistant instructors and Peter Stratten has a full rating.

The Tornado programme continues to boost our membership but unfortunately the new equipment has left us short of accommodation though we still have the rubber hangar.

We are keeping a good rapport with the German clubs and in return are able to fly with them midweek. We've said a fond farewell to Steve Tape, who leaves for the Centre, and to Les Fellows and we welcome Pete Rock, John Armstrong and Geoff Cowling.

We have expeditions planned to Bisperode, Innsbruck and Dishforth.

P.S.

WYVERN (RAF Upavon)
There are so many entries in the achievements book this year that it would be almost easier to list those who haven't managed anything! Martin Hardy joined the elite band of All Three Diamond holders by completing a 500km triangle in the Cirrus in August whilst Alan Thompson, John Bradley and Ken Moules have Diamond goals.

Dave Smith proved the K-8 is worth its weight in Silver when he flew at an unmentionably low height for his 5hrs on our local ridge. We have a better instructor-pupil ratio since Edwina Bonser and Colin Arch returned from an instructors' course.

Congratulations also to those who achieved the many other badge claims and conversion flights. By the time this is published we will have celebrated the 25th anniversary of the Army Gliding Association.

P.A.S.

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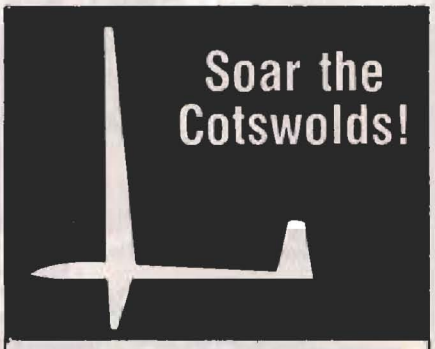
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Overseas News

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OBITUARY



HELLI LASCH

Helli Lasch was killed on September 30 when his DG-400 crashed while approaching to land on an airstrip near Johannesburg. The accident is being investigated.

Helli first encountered gliding in Germany during the 1930s, before he emigrated to South Africa during Hitler's rise to power. His brilliant imagination and precise mind led him to establish a highly successful major industrial engineering company, and the same qualities applied to gliding resulted in an extraordinary series of achievements and adventures.

He pioneered the now famous South African soaring conditions, including the giant cu-nims that occur so regularly. In the 1950s he flew in several World Championships; in the early 1960s he financed the building of the BS-1, the first of the glass-fibre super sailplanes, and perhaps the most spectacular in looks. After numerous exploits, including car launches from dried up river beds in South West Africa, Helli and the BS-1 parted company one day when the starboard wing broke off at high speed. Helli parachuted into a tiny field, surrounded by the wreckage. Soon the first onlookers arrived, to find Helli as cool and immaculate as always. When they asked about the pilot, Helli replied that he thought he must have gone away to avoid the fuss and publicity.

To make up for this loss his wife bought him a new H-301 Libelle, built specially to order with numerous refinements, and which he never sold. In 1969, with typical generosity, he invited a young Englishman to try it: it was the sweetest aircraft I have ever flown. I also retrieved it from the lawn of a country club in a remote Natal township after one of Helli's epic distance flights towards the coast. It appeared to be the only landing spot for 50 miles . . .

But it was Helli's personality that made him such a legendary figure. With his quiet, slow voice, quizzical eyes and profound understanding he always appeared unchanged by the passage of time. I remarked on this when we last met earlier this year. His reply was typical: "Like a tortoise, my carapace may look the same but, I can tell you, inside it looks awful".

He was, and always will be, my ultimate hero.

Justin Wills

Centrair. The French firm of Centrair, which builds the Pegasus, has opened a second factory at Chauvigny.

PIK* Pacific are the sole agents for Miller Aviation Models in the USA, Canada and Mexico and anyone wanting one of these hand-made models in those countries should write to PIK* Pacific, PO Box A131, 1231 Second St, Manhattan Beach, California 90266, USA.

Belgian Records. Five Belgian Women's Records were beaten this summer by Georgette Litt during a stay at Fuentemilanos in Spain.

The 7th Trans-European. The winner of this year's Trans-European was Klaus Ohlmann (ASW-20L) with Dominique Burgevin 2nd flying the French Air Force's ASW-22. The route went from Angers to Lienz in Austria and then back *via* Nogaro (SW France) to Angers.

1000km in Wave Jean Marie Clement flew a 1050km triangle in wave on June 24 by flying his Nimbus 2 from Varese *via* Malucene, Aosta and Bormio, Italy. He averaged a speed of 105km/h and the flight lasted 9hrs 32min.

French Nationals. The 1984 French National Champions are: Standard Class, Jean-Claude Lopitaux (Pegasus) and 15m Class, Gilbert Gerbaud (ASW-20). Lopitaux also won his Class in the European Championships at Vinon. The National Championships were held for the first time at Cahors in SW France. The ground clock used was driven automatically by an electric motor.

The French team for the 1985 World Championships was selected when the results of the Championships were announced: Standard Class, Lopitaux and Navas and 15m Class, Hersen and Gerbaud.

CAP 10 Tug. The well-known aerobatic light aircraft, the CAP 10, has been modified for service as a glider tug. It is particularly well suited to tow heavily laden competition gliders which need 65-70kt of air speed. It is manufactured in France.

Two New French Records for Henry. François Louis Henry, former French World Champion, has broken two French records. On August 6 he flew a 640km triangle in a Janus CT at a speed of 102.7km/h. A week later on August 13 he flew an O/R in his Nimbus 3 of 850km, breaking the French O/R distance record.

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