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October-November 1983
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WORLD CHAMPIONSHIPS ISSUE



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SAILPLANE & GLIDING

Magazine of the BRITISH GLIDING ASSOCIATION

Editor:
Gillian Bryce-Smith, 281 Queen Edith's Way, Cambridge, CB1 4NH.
Tel. Cambridge 0223 247725.

Consultant Editor:
Rika Harwood, 66 Maisemore Gardens, Emsworth, Hants. Tel. 024-34 4580.

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Bev Russell. Tel. 0533 531051

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

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Cover: HRH the Duke of Edinburgh met the British team at Buckingham Palace before they left for Rieti where Andy Davis, the fourth pilot, was already practising. With the Duke, from l to r: Justin Wills, Martyn Wells, Ben Watson, team manager, and Ralph Jones. The photograph is by courtesy of GEC Avionics.



WORLD CHAMPIONSHIPS ISSUE

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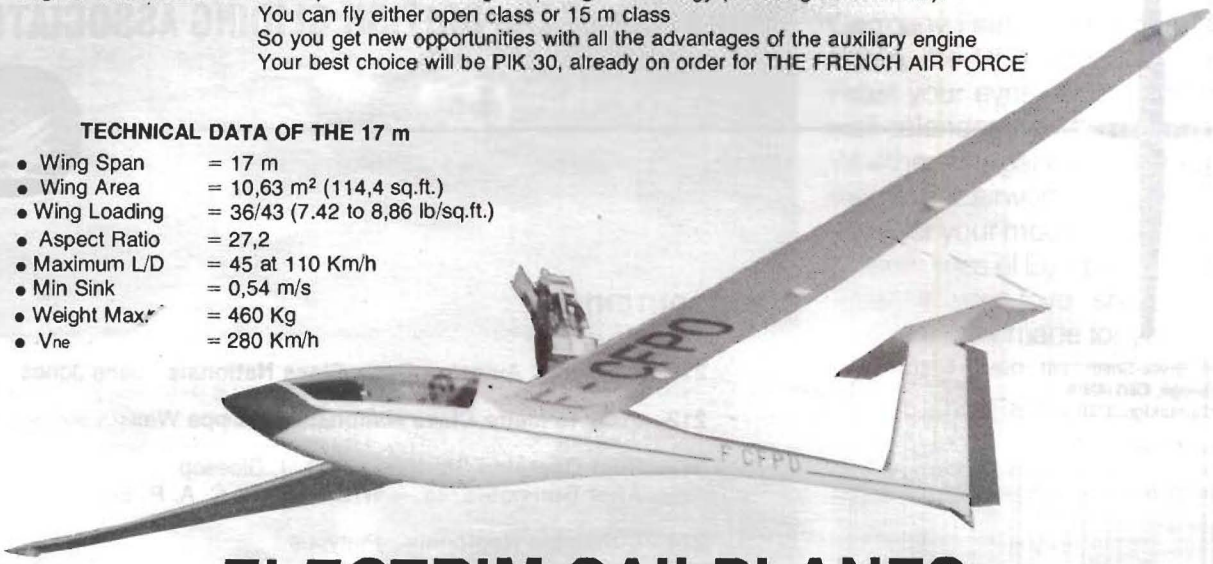
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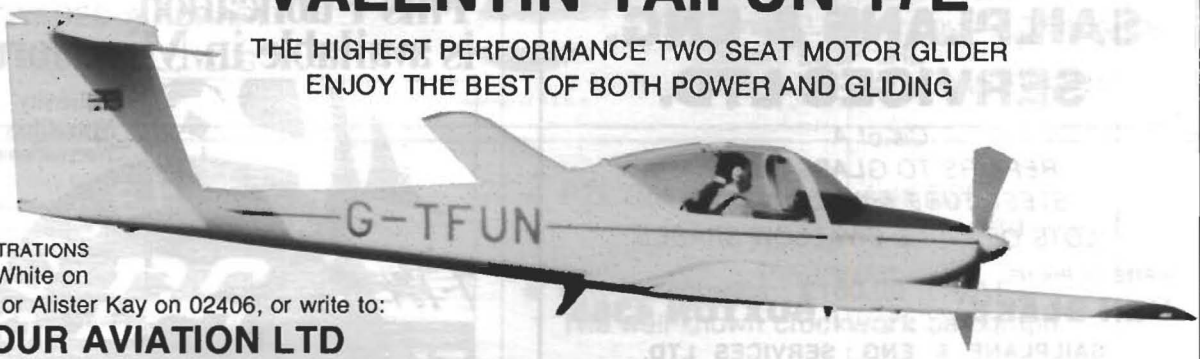
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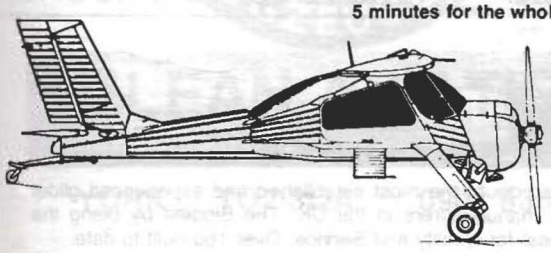


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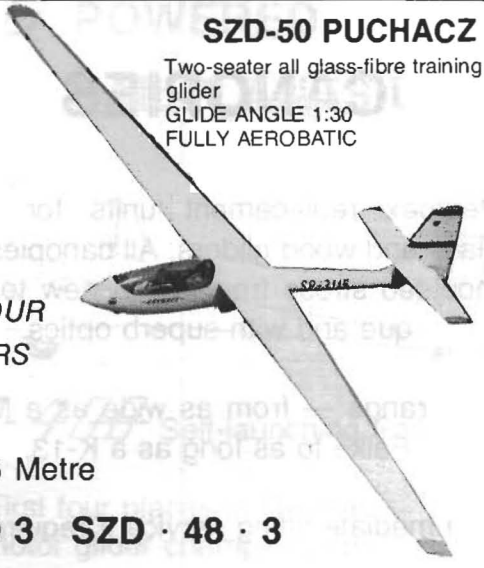
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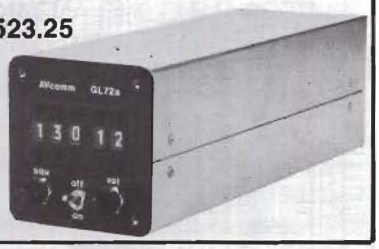
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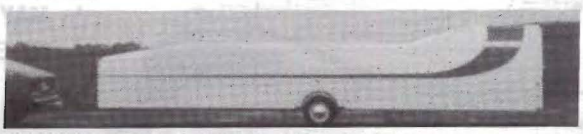
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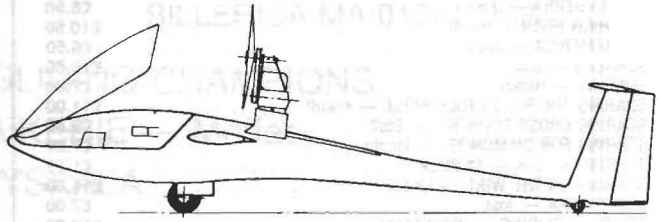
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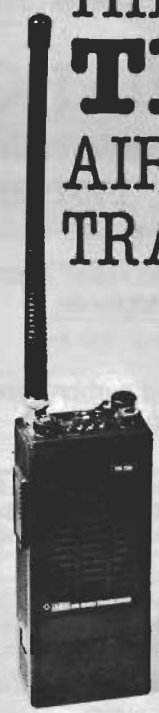
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GEC AVIONICS OPEN CLASS NATIONALS

Lasham – June 15-23

JANE JONES

Photographs by GEC Avionics

The atmosphere at Lasham on Friday afternoon was one of excitement and optimism as 84 pilots prepared for the Nationals and Regionals. So far this year the weather had not been kind, but the next few days looked good.

Sure enough, Saturday morning lived up to expectations. The air was very cold and unstable with a lid at 10,000ft, lowering to 8000ft and cumulus developed early. After the opening ceremony the pilots were briefed on the biggest task ever set in a British Nationals — a 603km hexagon ranging from Lasham round Shaftesbury, Nympsfield, Llanfair Caereinion (near Welshpool), Stratford on Avon and Husbands Bosworth. The two Regionals groups were set mere 500km and 300km tasks.

All went well in the early stages but a large area of spread-out developed in a region of damper air from the Cotswolds to Herefordshire and the first victims were claimed. From then on pilots found variable conditions, and many of them said later it was with great relief that they turned Welshpool and headed back towards civilisation! Unfortunately the deteriorating weather meant the task became one of endurance and a race against time. Christine Dean and her team waited in vain on the finish line as more and more Open Class landing reports came in. John Delafield was the only pilot to exceed 600km with Alistair Kay and Ken Hartley only a short distance behind. Lasham must have seemed so near, but so far. A grand total of 18 540km was flown in the Open Class and the longest flight of the day was 9hrs 40min by Ralph Jones.

In Regionals A there were no finishers, the winner being M. Durham. The B Class were luckier — ten pilots finished and E. Smith achieved the fastest handicap speed of 75.5km/h.

There were many long retrieves and some crews were not back until the early hours. The day produced its share of "funnies". Frank Pozerskis was surrounded by a large herd of Friesian cows and finished up with a very dirty, smelly glider and crew. Peter Cook was unable to tow out of his field and had to return for his glider the next day with a different tug. In the Regionals Ray Brisbourne couldn't remember where his field was which resulted in a long search in the dark.



Ken Hartley, the Open Class Champion

Anyway, on Sunday, nothing daunted, Chris Day, director, and Tom Bradbury, Met, decided that the Open Class should be 442km. The task was twice round a quadrilateral — Shaftesbury, Bradford-on-Avon and Welford. The Regionals' pilots only had to do it once. The forecast was similar to Saturday. The first lap went smoothly with some pilots exceeding 100km/h. Then the problems began. Again a moister area had appeared, first over the Midlands then spreading to southern England and this slowed up proceedings. Even so 31 pilots completed the course and a very respectable speed of 86.2km/h was achieved by the winner Ray Foot in his Nimbus 3T (sans fuel), followed closely by Alistair Kay and Ken Hartley. At the prizegiving next morning, Ray said that he had been asked by a young man in the bar the night before when he had last won a contest day. He said it was so long ago that only Wally Kahn and Humphry Dimock would remember!

After two days' flying Alistair Kay took the lead followed by Ken Hartley and John Delafield. Chris Rollings and Brian Spreckley in 5th and 6th places were sticking tenaciously to the tails of the big-wing boys and Barry Elliot was leading the 15m gliders in 8th position. M. Durham and K. Taylor were first in the Regionals A and B respectively.

On Monday convection was delayed by a thickening sheet of strato-cu spreading over ahead of an occluding frontal system. Chris scrubbed the Open Class — oops! Conditions then started to improve and a task would have been possible — a task-setter's nightmare. The Regionals A managed an O/R to Bicester, *via* Didcot and the B's did Didcot and return. The winners were J. Bastin and E. Smith. One pilot slightly miscalculated his final glide and decided to arrive through the main gate. Luckily no human injuries, but a couple of cars did impede his progress.

And that was that for the next two days. Pilots had to resort to discussing the vagaries of the weather or the latest variation of the scores. A couple of hours were whiled away at a pilots' forum chaired by Ted Lysakowski. One subject they debated was time cameras which are being compulsorily introduced at the other two Nationals this year. The experiment will be interesting both from the pilots' and organisers' viewpoint.

On Thursday, however, the weather perked up. A little ridge brought a small area of good weather between depressions. A narrow zone of drier air gave a short spell of 4000ft cloudbase and strong thermals. The Open Class were set Shaftesbury, Frome and Wantage, a distance of 236km, and the Regionals a slightly smaller task. This was a more straightforward day, although once again there was moister air to the west and the cloudbase came down considerably on the second leg. The day winner was Ralph with a speed of 94km/h. Ken Hartley and Alistair Kay were 2nd and 3rd. John Bastin won the Regionals A and Pete Disdale the B.

The spread of points at the top of the Open Class was now very close, with Ken Hartley having a 14pts lead over Ralph Jones and 24pts over Alistair Kay.

Friday was a wash-out — it rained and



Our patron, HRH The Duke of Edinburgh, presents a trophy to Alistair Kay who came second.

blew all day. Saturday was the same, but worse. Lasham became Splasham again.

Sunday morning saw us all on our best behaviour being lectured on the do's and don'ts of the Royal visit later in the day. The weather was not promising. The overnight rain had cleared leaving a possible slot of usable weather. However, tasks were set and gliders launched. The Open Class was a 221.7km quadrilateral, Cirencester, Enstone and Headington. It was definitely a day for leaving Lasham as quickly as possible, as certain pilots found to their cost. Those who waited were soon on the ground on the first leg as thickening cloud and outbreaks of rain spread from the west. Ken Hartley once again showed his consistency and determination and made it round as far as Odiham to take the day and the Championship. Second and 3rd for the day were Tom Docherty and Alistair Kay. Alistair Kay was 2nd overall and Ralph Jones 3rd. The 21 metre cup was awarded to Chris Rollings who finished 5th. Peter Sheard took 10th place and won the 19 metre cup.

The Regionals A, won by J. Bastin, were set a 205km quadrilateral and the B, won by M. Randle, a 129.3km triangle.

HRH The Duke of Edinburgh arrived to present the prizes at 5pm. The helicopter came in under a lowering cloudbase which put paid to his planned glider flight. Before and after the prizegiving people representing a cross section of gliding were introduced to him.

So another Nationals came to an end.

On Monday it rained again . . .



The Duke with David Ince, chairman of the Nationals Organising Committee who has written the World Championships report starting on p228.

FINAL RESULTS

Open Class

Pos	Pilot	Glider	Day 1 15.6 603.4km irregular hex. Shaftesbury, Nympsfield, Llanfair, Caereinion, Stratford-upon-Avon, Husbands Bosworth			Day 2 16.6 443.4km double ■ Shaftesbury, Bradford-on-Avon, Welford Church			Day 3 20.6 236km ■ Shaftesbury, Frome, Wantage			Day 4 23.6 221.7km ■ Cirencester, Enstone, Headington		Total Points
			Dist	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Pos	Pts	
1	Hartley, K. J.	Nimbus 3	593.7	3	988	83.9	3	967	91.9	2	969	1	220	3144
2	Kay, A. E.	ASW-22	595.8	2	992	85.6	2	992	88.2	3	916	3	189	3089
3	Jones, R.	Nimbus 3	573.7	6	954	83.1	5	956	94.0	1	1000	29	45	2955
4	Delafield, J.	Nimbus 3	600.5	1	1000	82.9	6	953	81.9	7	826	4	147	2926
5	Rollings, C. C.	Jantar 2	553.7	9	919	82.1	8	942	87.5	4	906	=7	128	2895
6	Spreckley, B. T.	ASW-17	578.8	=4	963	80.5	9	918	86.1	5	886	=14	71	2838
7	Innes, D. S.	Nimbus 3	578.8	=4	963	74.9	18	839	80.6	8	808	=5	136	2746
8	Foot, R. A.	Nimbus 3T	555.3	8	922	86.2	1	1000	76.7	16	751	36	14	2687
9	Roberts, D. G.	Nimbus 2B	487.1	19	805	83.8	4	966	79.4	11	789	=10	79	2639
10	Sheard, P. G.	Ventus A	544.0	10	903	74.5	19	833	78.0	13	770	=7	128	2634
11	Lysakowski, E. R.	Ventus B	522.0	=11	865	74.1	20	828	83.2	6	844	13	75	2612
12	Brown, H. F.	Kestrel 19	474.4	21	783	79.5	10	905	*79.4	10	791	=7	128	2707
13	Elliott, B.	Ventus B	565.0	7	939	77.6	11	878	74.4	25	719	24	59	2595
14	Norrie, A. J.	Ventus	*521.9	=11	865	72.5	21	805	78.8	12	782	=30	33	2455
15	Fleming, A. M.	Nimbus 2	501.2	18	829	76.5	15	861	76.2	17	743	=30	33	2466
16	Batty, C. J.	ASW-20	508.3	=15	841	*76.5	14	862	71.7	30	679	=14	71	2453
17	Taylor, J. R.	ASW-20L	473.4	22	781	72.4	=23	803	75.3	=20	731	=5	136	2451
18	Joint, T. A.	Ventus	522.0	=11	865	71.6	25	792	74.8	23	724	=25	53	2434
19	Throssell, M. G.	Janus C	470.3	23	776	72.5	22	804	77.2	14	759	=19	61	2400
20	Cole, R. A.	Ventus L	508.3	=15	841	69.2	30	758	75.3	=20	731	=25	53	2383
21	Pozerskis, A.	Nimbus 2B	463.9	=24	765	71.5	26	790	76.0	18	741	=10	79	2375
22	Jefferyes, M. B.	DG-202	436.9	29	718	82.7	7	950	67.7	32	622	=19	61	2351
23	Pozerskis, P.	ASW-17	434.2	30	713	75.1	17	842	74.6	24	721	=19	61	2337
24	Davies, F. J.	Kestrel 19	399.7	33	654	77.5	12	875	74.2	26	715	=14	71	2315
25	Hood, L. S.	Janus C	451.9	28	744	68.5	31	747	76.8	15	753	=19	61	2305
26	Caunt, D.	Nimbus 2B	407.7	32	668	70.9	27	782	75.8	19	738	=14	71	2259
27	Docherty, T. P.	Nimbus 3	505.0	17	836	76.1	16	856	48.9	35	352	2	194	2238
28	Morris, G. D.	ASW-20L	463.9	=24	765	70.2	28	771	67.6	33	620	=10	79	2235
29	Glossop, J. D. J.	ASW-17	227.0	39	357	76.9	13	867	79.9	9	798	=25	53	2075
30	Cook, P.	Nimbus 2CS	259.8	=37	413	72.4	=23	803	74.9	22	726	37	10	1952
31	Ellis, J. N.	DG-400	411.2	31	674	65.6	32	705	56.7	34	464	35	24	1867
32	Thick, M. G.	ASW-20L	477.9	20	789	(352.5)	34	302	74.1	27	714	=33	29	1834
33	Baily, J. D.	ASW-20L	522.0	=11	865	69.7	29	765	75.1	40	*96	=14	71	1797
34	Purdie, P. G. H.	Nimbus 2C	463.9	=24	765	(306.0)	36	260	72.2	29	687	=30	33	1745
35	Szulc, B. J.	Ventus	349.4	35	567	(413.8)	33	358	73.7	28	709	=19	61	1695
36	Moulang, A. P.	ASW-20L	378.5	34	618	(221.8)	38	183	69.6	31	649	=33	29	1479
37	Tapson, B.	Nimbus 2B	463.9	=24	765	(259.1)	37	217	(115.7)	39	143	=25	53	1178
38	Parker, T. J.	ASW-20	272.2	36	434	(328.1)	35	280	(211.3)	37	286	DNF		1000
39	Olender, S. G.	DG-202	259.8	=37	413	DNF			(207.2)	38	280	DNF		693
40	Ramsden, P.	Kestrel 19	163.3	40	247	0.0	=39	0	(207.2)	36	290	DNF		527
Hors Concours														
	Wills, T. J.	LS-6	—	—	—	79.6		907	—	—	—	—	—	907
	Utley, B. G.	Nimbus 3	—	—	—	100.5	—	1204	83.2	—	844	—	—	2048
	Wells, M. D.	LS-6	506.9	—	839	80.8	—	923	76.6	—	750	—	—	2512

* = photographic penalty; DNF = did not fly

15 METRE CLASS NATIONALS

Booker – July 13-21

Written by PHILIPPA WATT (with hindrance from David)

The 15 Metre Nationals produced six contest days — none of them in particularly good weather. There were three reasonable race days, two distance days and an exceptional "only just" day.

Of late there has been a good deal of speculation as to how long it will be before the "veterans" of gliding will be displaced by "new blood". Never more so than prior to this competition, and although such speculation eventually proved unfounded, Mike Young, in particular, demonstrated that it is only a matter of time before he begins to threaten the established names.

Francis Wilson, of BBC Breakfast TV, opened the proceedings with commendable brevity and Peter Jones, secretary of Booker GC, introduced the local dignitaries. The opening ceremony took place in the new Booker maintenance hangar (completed only the day before), Peter Bayliss outlined the Met, Brian Spreckley the task and the competition was on.

The usual highly competitive line-up included Chris Rollings, who looked threatening in an engineless DG-400, after a good performance in the Open Class. No one could decide which looked more lean and hungry — Bernie Fitchett or his LS-6.

There was the ever present threat of Chris Garton in his Ventus, whilst the Schleicher men — Cardiff, Throssell, Watt and White looked menacing. Bruce Cooper and the incredibly consistent Alister Kay flew the contest in Pegasus with a smattering of LS-4s here and there.



Philippa and Dave Watt. Photo: Neil Scott.

The new time recording cameras were very well received and will almost certainly put the days of the startline into history. They also mean that one can no longer claim breathtaking speeds to the first TP etc since the real truth comes out with depressing clarity on each frame. (See accompanying article by John Glossop.)

The competition proceeded smoothly until by the end of Day 4 the overall leaders were Dave Watt, Bernie Fitchett, Steve White and Mike Throssell. Day 5, however, produced a "gliding gem".

A very windy, showery day and a task of 300km put all but a handful of pilots on the ground down the first leg. From 1400hrs onwards it became obvious from radio calls that just a few pilots were still airborne. So few, it seemed, that their efforts were unlikely to be rewarded in terms of points, since as it turned out only four people passed Y. The four were Fitchett, White, Throssell and Garton — a vintage group indeed!

As the rest of the field trailed and aerotowed its way home that evening, the news spread that the winners' reward would be a mere 4pts! To their great credit all four pilots had completed the task and were all equal first. Bernie Fitchett declared the 4pts to be the most hard-earned he had ever won. What a waste of time and energy . . .

The final race of the competition ended the proceedings with a nail-biting finish. This was reflected in the prizegiving ceremony, during which Brian Spreckley was repeatedly asked to keep talking whilst photo-vetting and score calculations continued. The final result was going to be close . . . very close . . . so close in fact that one minute or one extra finisher would reverse the first two

FINAL RESULTS

15 Metre Class

			Day 1 13.7 238.1km ▲ Grafham Water, Chieveley			Day 2 15.7 250.7km ■ Devizes, Calvert, Goring			Day 3 16.7 191.2km ■ Headington, Chilbolton, Wantage			Day 4 17.7 183.6km dog leg O/R Thame, Grafham Water, Thame			Day 5 20.7 253.45km ▲ Honeybourne, Devizes			Day 6 21.7 245.25km double dog leg Thame, Oundle, Goring			
Pos	Pilot	Glider	Dist	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist	Pos	Pts	Dist	Pos	Pts	Dist (Speed)	Pos	Pts	Dist (Speed)	Pos	Pts	Total Points
1	Fitchett, B.	LS-6	191.7	=1	772	65.97	9	844	86.79	1	881	124.1	24	468	(54.18)	1	4	(72.20)	1	990	3959
2	Watt, D. S.	ASW-20	187.0	=7	750	77.98	1	1000	72.61	17	676	157.3	3	618	50.3	=17	0	(61.43)	5	911	3955
3	Cardiff, J. D.	ASW-20e	182.5	=14	730	74.21	6	*901	65.92	34	579	148.6	5	578	55.5	=5	1	(64.07)	3	930	3719
4	Kay, A. E.	Pegasus	179.7	17	718	74.84	2	959	71.22	21	656	132.6	=19	506	4.8	=17	0	(53.43)	8	852	3691
5	White, S. A.	ASW-20	191.0	5	768	71.16	4	911	75.52	10	718	143.1	7	554	(50.77)	=1	4	230.3	15	675	3630
6	Garton, C.	Ventus B	179.2	=18	715	56.11	13	716	70.60	=25	647	132.6	=19	506	(51.36)	=1	4	(60.30)	6	902	3490
7	Jefferyes, M. B.	DG-202	184.5	13	739	53.68	=17	685	67.63	30	604	159.9	2	630	36.0	=17	0	(43.18)	13	776	3434
8	Lysakowski, E. R.	Ventus B	191.5	=3	771	70.60	5	904	79.17	4	771	123.8	=25	467	76.0	=5	1	178.1	=20	508	3422
9	Moulang, A. P.	ASW-20	191.7	=1	772	48.42	24	616	71.59	19	661	137.1	14	527	50.3	=17	0	(50.55)	10	830	3406
10	Young, M. J.	Ventus	145.7	32	565	54.20	16	691	73.36	14	687	163.3	1	645	50.3	=17	0	(47.09)	11	805	3393
11	Throssell, M. G.	Ventus	187.0	=7	750	74.10	3	950	71.41	20	659	133.8	=16	512	(35.07)	=1	4	178.1	=20	508	3383
12	Cooper, B. L.	Pegasus	179.2	=18	715	50.96	22	649	73.90	13	695	132.6	23	*474	82.3	=5	1	(45.99)	12	797	3331
13	Campbell, D. R.	ASW-20	185.0	=9	741	65.72	10	841	76.00	8	725	139.1	=10	536	98.3	=5	1	164.1	=25	463	3307
14	Durham, M. W.	ASW-20	146.5	31	568	53.69	=17	685	70.61	=25	647	140.8	=8	544	50.3	=17	0	(52.83)	9	847	3291
15	Smith, G. N. D.	LS-4	175.5	=21	699	69.74	8	893	71.81	28	*621	140.8	=8	544	50.3	=17	0	178.1	=20	508	3265
16	Hill, D. J. M.	LS-4	185.0	=9	741	54.49	15	695	73.12	15	684	139.1	=10	536	40.0	=17	0	199.1	18	*526	3182
17	Rollings, C. C.	DG-400	187.0	20	*711	70.01	7	896	71.70	29	*619	151.1	4	590	50.3	=17	0	123.3	29	332	3148
18	Redman, S. J.	ASW-20L	175.5	=21	699	57.13	12	729	74.51	11	704	139.1	=10	536	50.3	=17	0	164.1	=25	463	3131
19	Baily, J. D.	ASW-20	140.0	35	539	54.77	25	*599	64.10	36	553	134.6	15	515	50.3	=17	0	62.40	4	918	3124
20	Murdoch, M.	ASW-20	132.2	37	*504	54.82	14	699	75.69	9	721	140.3	18	*509	47.3	=17	0	196.3	17	566	2999
21	Sheard, P. G.	Ventus A	130.7	=38	498	62.99	11	805	82.22	2	815	123.8	=25	467	55.5	=5	1	103.5	=33	268	2854
22	Whitehead, P.	LS-4	175.5	=21	699	53.53	19	683	77.37	5	745	120.1	33	450	82.3	=5	1	103.5	=33	268	2848
23	Hawkins, Pam	Mini Nimbus	175.5	=21	699	53.01	20	676	74.20	12	699	127.6	22	484	19.3	=17	0	104.3	32	271	2829
24	Glossop, J. D. J.	ASW-20	130.7	=38	498	(60.5)	39	87	79.94	3	782	143.9	6	558	50.3	=17	0	58.61	7	890	2815
25	Woodford, J.	ASW-20	191.5	=3	771	52.43	23	*618	66.42	=32	587	138.3	13	532	0.0	=17	0	103.5	=33	268	2776
26	Scott, T. J.	ASW-20	147.5	30	573	(56.5)	40	78	73.07	16	683	123.8	=25	467	82.3	=5	1	(66.14)	2	945	2747
27	Cunningham, G.	Ventus	154.7	28	605	(201.8)	=29	*389	71.17	22	655	123.8	35	*435	18.5	=17	0	201.8	16	584	2668
28	Curtis, C. J.	ASW-20	152.5	29	595	(220.3)	28	429	76.79	6	737	108.6	=37	398	82.3	=5	1	173.6	24	493	2653
29	Withall, C. L.	ASW-20	182.5	=14	730	52.32	26	*517	71.03	23	653	122.3	30	460	50.3	=17	0	103.5	=33	268	2628
30	Evans, C. J.	LS-4	141.0	34	544	51.20	21	652	69.49	31	*587	121.6	36	*425	68.3	=5	1	178.1	28	*409	2618
31	Gorringe, J. P.	LS-4	185.0	=9	741	(201.8)	=29	*389	71.63	18	662	128.3	21	487	83.8	=5	1	115.8	30	308	2588
32	Bishop, J.	Ventus	141.0	36	*505	(145.2)	33	268	66.49	=32	587	121.8	31	458	82.3	=5	1	(41.12)	14	761	2580
33	Smith, M. J.	LS-4	185.0	=9	741	49.49	27	*430	70.88	24	651	133.8	=16	512	47.3	=17	0	89.0	=38	221	2555
34	Thick, M.	ASW-20e	160.7	=25	632	(70.8)	36	109	76.17	7	728	121.6	32	457	37.8	=17	0	196.3	19	*517	2443
35	Forsey, L. K.	ASW-20L	160.7	=25	632	122.0	34	218	64.80	35	563	104.3	=39	379	0.0	=17	0	164.1	=25	463	2255
36	Webb, M.	Ventus	142.8	33	552	(190.5)	31	365	55.43	38	427	108.6	=37	398	50.3	=17	0	178.1	=20	508	2250
37	Russell, G. J.	Mini Nimbus	160.5	27	631	(187.3)	32	358	58.97	37	479	123.8	=25	467	35.0	=17	0	103.5	=33	268	2203
38	Alldis, C. J.	LS-4	180.5	16	721	61.5	38	89	68.8	27	621	104.3	=39	378	DNF			DNF			1810
39	Odell, G.	Vega	187.5	6	753	65.5	37	97	(171.0)	39	223	129.8	29	*462	66.8	=5	1	89.0	=38	221	1757
40	Olender, S. G.	DG-202	54.9	40	157	98.5	35	168	(124.1)	40	154	118.3	34	442	35.0	=17	0	109.6	31	288	1209

* = penalty; DNF = did not fly

places between Bernie Fitchett and Dave Watt.

At last the mathematics were completed and the winner was Bernie. His margin incredibly turned out to be those 4pts so hard won the day before! There could, under the circumstances, not have been a more deserving Champion.

John Cardiff and Al Kay were 3rd and 4th respectively.

So, a super competition . . . many thanks to Brian Spreckley and his many helpers, and especially to *Sportscope* magazine for their sponsorship of the contest.

PILOT OPERATED STARTLINE

John Glossop describes competition starting with the time recording camera

The 15 Metre Nationals became the first UK gliding competition to use a pilot operated startline. No form of visual observation, or control of gliders from the ground was necessary and as a result the overall starting procedure seemed much improved from both organiser and pilot point of view.

At Booker a remote start point (a bridge over the M40) was used, allowing a maximum starting altitude, clear of controlled airspace, of 4000ft above airfield height. This was controlled by an airborne motor glider. However any start point may be used, on or off the airfield, and any or even no start height limit if desired.

At any time prior to launch, the camera is loaded, clock mechanism set, and sealed by the organisers into a holder. No further adjustment is then possible to the camera's timing. The camera and holder complete is then installed in the glider as required by the organisation.

A typical photographic sequence is depicted from Day 3 of the competition. The time display in the pictures has been given a dark background for clarity, but in practice no real difficulty was experienced in reading the relevant times from the negatives by the photographic interpreters.

Shortly before take-off the organisers brought a board to the glider. This board displayed the glider No. and the task day, and carried a clock showing the "official time". A photograph was taken of the board, with the camera installed in the cockpit. This frame identified the film and provided the cross reference between the "official time" and the time displayed on the film.

The startline opened, as usual, ten minutes after the last glider in the contest had been offered a launch, this being announced over the radio and confirmed by a marker display close to the start point. (In this case a series of glider trailers in a field.)

On deciding to make a start, the pilot would fly into the designated start point zone and photograph the point in a similar manner to that used at a TP. His start time was thus recorded on the film and confirmation that the startline was open can be had by studying the markers, which can be seen in Fig 2 between the bridge and the time display.



Fig 1. Starboard photograph.



Fig 2. Startpoint.



Fig 3. Headington roundabout. TP 1.



Fig 4. Chilbolton scanner. TP 2.



Fig 5. Wantage town centre. TP 3.

A pilot could start as many times as he wished, subject to running out of film, but he had to inform the organisation of his start time within 30 minutes of starting. This allowed those on the ground to display start times in general for the interest of crews and others on the airfield and, more importantly, to allow calculation of provisional scores, prior to film development later in the day.

After starting, the pilot flies the task, as normal, with the added bonus that his time at each TP is recorded. See Figs 3, 4 and 5.

Finish times were recorded in the original way, using ground observation and the "official time" clock.

After the films are developed any allowance is made for the difference between the ground clock and the time clock of the camera as shown by the start board photo. See Fig 1. The scores are then calculated using this corrected time. At present the cameras in use at Booker allow timing only to the nearest minute, but as better and cheaper cameras become available in the future, it is expected to refine the system to include seconds.

AFTER DUNSTABLE '85 – WHAT NEXT?

Charles Ellis comments on the scoring system at the Dunstable Regionals, held from July 17-August 4.

See also p215 and p217.

When it was announced that the BGA had given its approval to the alternative competition sponsored by the London GC I was delighted, as this signalled that our national controlling body was not so hidebound as I had imagined and was prepared to give organising clubs some latitude in the kind of competition flying they wished to offer. However the encouraging preview as leaked by Platypus (June issue, p118) was not confirmed when the scoring system eventually appeared. This made it clear that since speed marks increased at a lesser rate than for distance flown, speed became progressively unattractive with increasing wind strengths. Thus the downwind dash, which an earlier generation of competition pilots was performing regularly thirty years ago, had an unexpected revival. For me, the gloom was lifted only by a charming speech at prizegiving, delivered by the victor, in which he apologised for taking advantage of such a retrograde scoring system.

Retrograde maybe, but at least it avoided some of the "funnies" incorporated in the FAI system. Chief amongst these is the persistence in handing out an assortment of marks for pilots who fail to complete a race and therefore cannot be given a speed.

I drew attention to this many years ago (S&G, April 1968, p122) since when the FAI has introduced a "Racing Class". Why do "Racers" get marks for failing to complete a race? I have failed, so far, to recall any other sport that does so. Supporters of this comic

idea, like Platypus, continue to argue as to the right mix of "speed" and "distance" points that should constitute a "race". How contorted can you get?

The need to treat racing and distance as two separate and distinctive contests must surely be recognised by now, and if we have competitions lasting nine days wouldn't it be sensible to have both "racing" and "distance" days over this period, arranging them according to the weather that turns up?

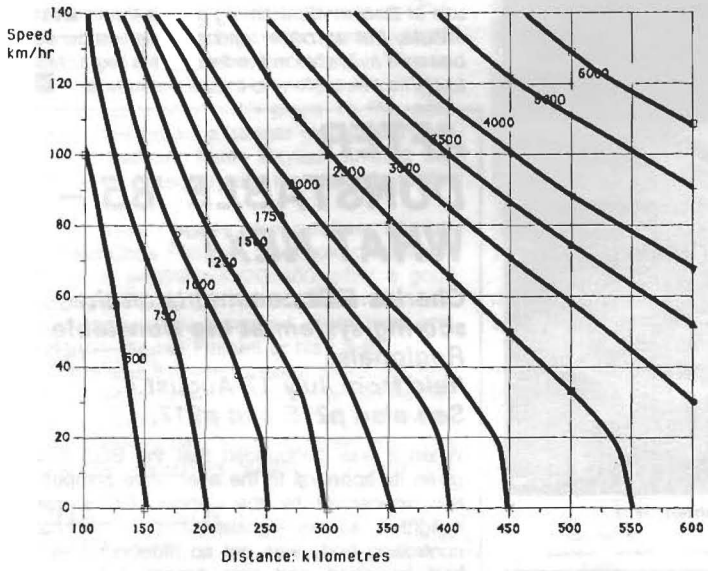
Distance days would be scored upon similar lines to those outlined in my last article (S&G April 1985, p79), and I cannot see why it would be difficult to devise a course that is within the capabilities of *all* pilots to complete. Thus no marks for non-finishers. This would undoubtedly lead to course lengths considerably shorter than those now employed, but has the happy outcome of providing a pleasant relief for pilots who may be showing signs of tiring after two or three days of long distance flying.

My worst fear is that, assessing Dunstable's alternative competition, the BGA will decide that "enough is enough" without further ado. This would be a great pity since it is only by enlisting the ideas generated at club level that our sport can avoid becoming static and ultimately self-destructing.

DUNSTABLE REGIONALS

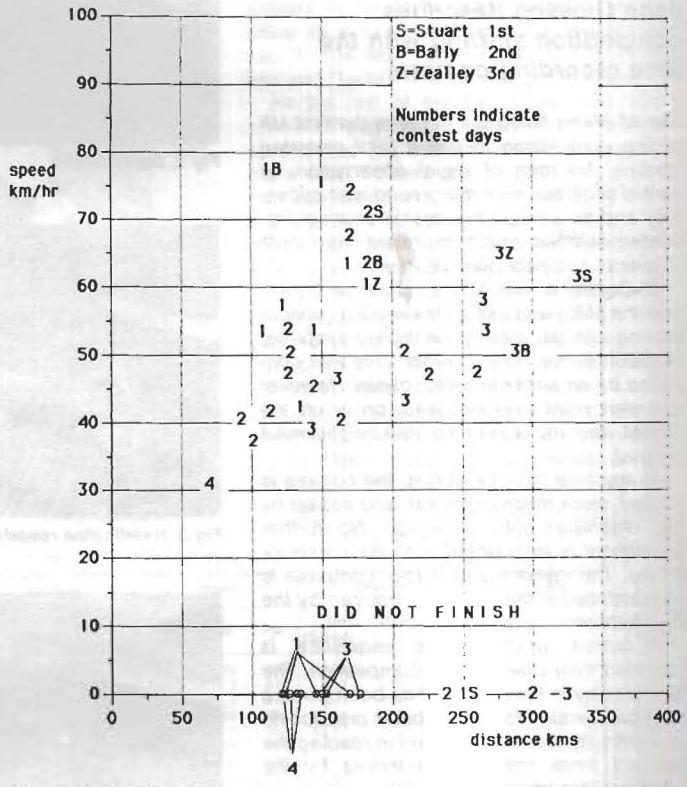
Platypus produced this graph and diagram as a result of the Dunstable Regionals being flown with its experimental pilot selected tasks, see the article by Charles Ellis, p213, and Tail Feathers, p216.

"ISOPOINTS" — speed and distance mixes to achieve given score: 100-handicap glider; nil wind.



The graph shows the trade-off between speed and distance when deciding what task to set yourself: for example, you can get 1500 "raw" points (before conversion to daily scores) by doing 200km at 100km/h, or 300km at 45km/h, or 350km without getting back at all. To take handicapping into account, knock 50km off the distance scale at the bottom, so it reads 50, 100 up to 550, and read the speed axis as handicapped speeds. There is considerable pressure to declare longer distances if you are thinking of modest tasks: for example, a pilot who thinks he can do 200km at 58km/h would only get 1000pts; to get another 500pts he would have to increase his speed by 72%, but he would only have to increase his distance by about 35% at the same speed, which (depending on the weather) may seem a great deal easier. Once you get up into the big distances of 400km or more, however, speed gains begin to pay off proportionately better than distance, as indicated by the shallower slope of the Isopoints curves. Clearly a large slice of the graph is a no-go area: there aren't many times of year when it would be legal, let alone feasible, to go round 500km at 30km/h!

Speed/distance chart: all scores over 200 day points.



This scatter diagram shows the actual speed/distance performances of leading pilots over the three-and-a-bit days (not enough for a fair evaluation, regrettably) of this contest. There was little to choose between the first three days in terms of soaring conditions, but the scale of tasks increased dramatically over those days as each of the front-runners tried to steal a big lead over the others. The last day probably would have been a non-contest day in a conventional contest, and so failed to provide the drama that was hoped for.

Sailplane & Gliding

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"Sorry to drop in like this," I apologized. "You're lucky, lady" said the farmer. "We just moved the longhorn bull out of here this morning..."

It was either become airborne or go for a swim as the airstrip ended at the water's edge...

"You just have to push the stick forward good and hard while we're on tow" explained Charlie. "Okay? You sure you've done this before?"

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If I was going to die, I would die like a pilot, with my logbook in my hand...

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REGIONALS RESULTS

(More to come in the next issue)

WESTERN REGIONALS, Nympsfield — June 1-9

Pos.	Pilot	Sailplane H'cap	Day 1 2.6 181km ■	Day 2 8.6 280km ▲	Day 3 9.6 129km O/R	Total Points
1	Jones, R.	130 Nimbus 3	505	646	627	1823
2	MacFadyen, T. E.	106 ASW-20	523	488	538	1549
3	Rowland, C.	118 Jantar 2	486	534	456	1476
4	Charlett-Green, J.	114 Ventus	480	533	446	1459
5	Dall, R.	96 Sport Vega	148	645	*548	1341
6	Roberts, D. G.	118 Nimbus 2B	514	362	240	1116
7	Hawkins, Pam	106 Mini Nimbus	272	324	495	1091
8	Brownlow, S.	114 Ventus	81	490	484	1055
9	Metcalfe, J.	112 Kestrel 19	388	561	71	1020
10	Carr, S.	111 ASW-20L	84	*426	474	984
11	Lyttelton, C.	112 ASW-20BL	506	*0	471	977
12	Harrington, T.	108 Vega	74	284	485	843
13	Vennard, D.	108 Mini Nimbus	*55	127	610	792
14	Lane, I.	106 LS-3	29	566	92	687
15	Ilett, E.	90 K-6E	108	476	93	677
16	Nash, S.	96 Cobra 15	311	143	210	664
17	Arnall, R.	97 Astir CS	33	449	134	616
18	Bradley, L.	108 Mini Nimbus	31	27	485	543
19	Lemin, R.	99 Std Jantar 2	214	110	115	439
20	Dawson, M.	100 Std Cirrus	*137	50	212	339
21	Giles, E.	100 DG-100	*32	279	44	355
22	Stenton, A.	97 Astir CS	33	156	DNF	189
23	Miller, R.	95 K-21	*15	*165	8	188
24	Johns,	86 Bergfalke 4	*40	0	95	135
25	Tapson, B.	108 Janus C	41	2	0	43
Hors Concors						
2	Wills, T. J.	110 LS-6	535	449	772	1756

LASHAM REGIONALS — JUNE 15-23

Group A

No.	Pilot	Sailplane H'cap	Day 1.15.6 510km pentagon	Day 2.16.6 221.7km ■	Day 3.17.6 232km O/R	Day 4.20.6 205km ■	Total Points
1	Bastin, J. C.	114 Ventus	424	957	1000	1000	3381
2	Durham, M. W.	109 ASW-20L	615	966	830	862	3273
3	Stuart, T.	106 ASW-20	213	1000	982	902	3097
4	Morris, B. C.	106 ASW-20	*473	967	727	907	3074
5	Cousins, R.	109 ASW-20L	480	928	832	807	3047
6	Young, J. R.	114 Ventus	208	886	820	811	2725
7	Ashdown, I.	115 Kestrel 20	*145	956	593	952	2646
8	Watson, A.	106 Mosquito B	—	988	—	787	
	Watson, J.		160	—	703	—	2638
9	Russell, F. K.	108 Glasflügel	470	951	739	449	2609
10	Cook, I. R.	108 Mini Nimbus	243	870	732	728	2573
11	Hawkins, Pam	108 Mini Nimbus	447	933	546	450	2376
12	Curtis, C. J.	111 ASW-20L	529	894	779	169	2371
13	Tull, V. F. G.	114 Kestrel 19	146	687	713	708	2254
14	Brisbourne, R. P.	106 DG-200	291	452	679	716	2138
15	Phillips, D. M.	114 Jantar 1	146	257	680	793	1876
16	Watson, B. B. C.	118 Nimbus 2B	—	312	647	749	
	Watson, Trish		140	—	—	—	1848
17	Lines, K. S.	106 Mosquito	160	460	704	512	1836
18	Hymers, S.	108 Mini Nimbus	156	331	597	705	1789
19	Dawson, V. S.	103 LS-4	251	350	698	429	1728
20	Gardiner, D.	112 Kestrel 19	150	187	647	727	1711
21	Harwood, H. K.	112 Kestrel 19	168	574	637	128	1507
22	Swoffer, P. A.	110 DG-400	—	458	—	86	
	Strachan, I.		153	—	697	—	1394
23	Lincoln, A.	104 PIK 20B	234	404	0	—	
	Charlton, N. G.		—	—	—	484	1122
24	Barrows, J. R.	113 Kestrel 19	*148	312	0	344	804

Group B

No.	Pilot	Sailplane H'cap	Day 1.15.6 321.2km ▲	Day 2.16.6 221.7km ■	Day 3.17.6 99km O/R	Day 4.20.6 129.3km ▲	Total Points
1	Randle, M.	102 ASW-19	904	893	543	705	3045
2	Taylor, K. R.	100 SHK	859	959	331	802	2951
3	Smith, E. R.	103 LS-4	1000	541	629	699	2969
4	McAndrew, G. E.	103 Pegasus	761	1000	419	664	2844
5	Bradney, F. G.	106 Vega	945	576	512	728	2761
6	Piggott, A. D.	99 Astir CS	275	990	593	832	2690
7	Pentecost, P. R.	100 Std Cirrus	828	637	424	790	2679
8	Giddins, J. B.	98 Std Cirrus	868	510	526	655	2559
9	Disdale, P. J.	101 ASW-19	537	525	292	920	2274
10	Mummery, S.	98 Cirrus 75	896	299	344	680	2219
11	Eade, D. J.	101 LS-4	956	519	482	206	2163
12	Bell, J. G.	97 Astir CS	315	903	324	535	2077
13	Downing, R. A. W.	76 K-13	308	712	217	803	2040
14	Guthrie, P. A. I.	100 ASW-19	519	578	305	572	1974
15	Smithers, J. W.	101 DG-300	155	489	331	837	1812
16	Allan, M. D.	103 LS-4	343	998	405	17	1763
17	Evans, M. J.	100 DG-101	876	614	*0	0	1490
18	Copeland, D. D.	82 Oly 463	286	368	271	532	1457
19	Gingell, J. C.	76 K-13	—	682	—	—	
	Purvis, D.		258	—	156	291	1387
20	Stewart, K.	96 Twin Astir	165	182	269	701	1317

* = *penalty*

TAIL FEATHERS



by PLATYPUS

Bottoms are Better!

When Philip Wills made his pioneering record flight in the Professor in March 1934 he had no variometer. From his description of the vigorous springtime westerly in **On Being a Bird** one can deduce that an early 1930s vario was no substitute for the seat of the pants on that day. However, after that triumph, he said, he never flew without a vario. The other day, being confined to local soaring. I tried thermalling with the steam variometer (no audio) covered with tape, and felt very smug when I stayed up for an hour on a fairly moderate afternoon. Boasting of this in the bar later, I was brought up short by being told that John Jeffries had flown a two-seater trainer round a 300km course in a competition with a completely unserviceable variometer.

I was struck speechless (this rare event is to be submitted to the Guinness Book of Records, in which, by the way, I have already featured. Readers are invited to guess what for) and given to ponder on the underrated value of the posterior nerve-endings, with which I am sure we all are equally well endowed. Certainly I always feel very suspicious of any vario readings that are not accompanied by a distinct physical surge. Such traps entice you to turn, only to find nothing — a momentary horizontal gust, perhaps? Some day, when gliding becomes too easy (which means not this season, thank you very much)



Gliders without instruments.

we could have contests in which *no* instruments, except maybe a mandatory altimeter for airspace reasons, were used. If we change the rules enough, we'll make JJ National Champion yet.

Decisions, Decisions . . .

Talking about changing the rules, the new Dunstable be-your-own-tasksetter Comp promises to be fascinating. On the first day (July 27) pilots declared tasks in every direction and of every size. After a certain amount of running repairs to the scoring system, there seemed to be no obvious built-in advantage to the short and swift task, nor to the long and slow, nor again to the go-for-broke long distance downwind dash on a strong wind day. Which is good news, since a variety of styles is likely to be employed each day.

At the time of writing we are wondering how the contest tactics will develop towards the end; in an ordinary Comp a pilot (say a first rate pundit who has fouled up on one task) who is 200 points behind the leader on the morning of the last day has no chance of winning unless the weather is extremely marginal with plenty of outlandings — but again not so poor that the day is devalued. The night before he will have to pray for something which even a very obliging God would find difficult to arrange — a 1000 point day that sinks the frontrunner short of the finish line; if it's a halfway decent day the differences in pure speed are simply not sufficient to produce the spread of points he would need to topple the guy in the yellow jersey. But with the newstyle rules he (I would say "or she" in each case if there were enough women contestants to justify the extra ink, honest, I would, Ladies) could decide to go for The Big One. The fellow in the *maillot jaune* knows this, of course, so he must go for something pretty big too — but not so big that he lands out. What a splendid spectator sport this agonizing and manoeuvring amongst the leaders will be! And can't you just see precisely why it will never be allowed at Nationals level . . .?

Dunstable Regionals Postscript: Controversy Rages

The trouble about the long lead times in producing magazines is that you can so easily make a fool of yourself by being seen by the whole world to predict something that has patently failed to come true — and you know for weeks ahead that one's gormless forecast is irrevocably headed towards publication and nothing will recall it, like a berserk missile. Emigrating or burning down the print works is the only solution.

I was wondering whether I had gone agley when on the last day of this pilot-selected-task contest (see Chas Ellis's article in this issue) a hell of a wind blew and the winner ended up in the depths of East Anglia with no intention of coming back to the site. It should be noted that (a) the day was seriously devalued, so the tactical benefit to the winner was small, and (b) it would have been very difficult to set a conventional task at all on that day, especially one that would have been fair to gliders of widely differing performance.

However, in some sympathy with Charles's point I began to wonder whether our computer whizzes could not come up with a formula to apply "windicapping" — handicapping adjusted for wind — to distance, including uncompleted tasks, by taking into account estimated wind *direction* as well as strength. The computer would have no problem calculating the head or tail component on any leg and could add or deduct points, rewarding the brave but hopeless slog into wind as the day expires.

There's a little challenge to keep our pale but brilliant programmers busy all winter.

The Pedant's Revolt?

So the problem of discouraging downwind-dashery is complicated but not insoluble.

After that, I find it impossible to agree with Charles Ellis on any point. For instance, careful calculations show that the bonus for speed *increases* markedly the bigger the task (I've already suggested a solution for the freak high wind case).

Indeed, Charles's views on what should constitute a race should be titled "The Pedant's Revolt". I am quite a pedant myself, especially on the use of the English language; my friends have learned to avoid taking bets on dictionary definitions of words, not because of the money they have to pay out but because of the evil glee which I display when I win — and my huffy repudiation of the dictionary as illiterate when I lose. However, Charles leaves me trailing in the rear. He refuses to allow points for non-finishers because the definition of "races" in other sports does not consider non-finishers. So what? Gliding is utterly different from other sports — which is why we do it — and, like Humpty Dumpty, we can define a "race" and award points to participants in the "race" in any way that we jointly agree.

Rules modified to encourage "also drowned" category

Two complicating factors about gliding are (a) It is quite a feat to stay up at all, especially in this country, let alone get round several hundred kilometres of countryside. (Any sport which regularly involved up to 100% of the participants sinking beneath the waves or falling off their horses before the finish would probably have to modify its rules to encourage the "also-drowned" category); (b) Gliding contests take up several days, so there is a problem of aggregating points over a number of highly variable tasks. If gliding contests were one-off races like most athletics events then of course one would ignore the non-finishers — except presumably when no one finished. If Charles doesn't like us calling these tasks "races" then fine, we'll call them — er — "tasks". (We already do. ED).

So, to Charles's fourth paragraph "The need to treat racing and distance as two separate and distinct contests must surely be recognised by now".

No it mustn't. Look at the nonsenses it would lead to, such as tasks designed to ensure that everyone finishes. The only weather in which a very high percentage of finishers is attainable, even for a tiny task, is weather that almost certainly offers the opportunity to stay up a long time and go a long way. In other words the waste of good soaring weather would be catastrophic. I don't know who would forgive the organisers for doing anything so extravagant, except when a superfluity of great soaring days had preceded the race. (Rare indeed!)

Then again, why insist on outlandings and the incidence of crashery that ensues by creating pure distance days? All for the sake of intellectual purity. Try commonsense instead!

What's the flap all about?

Well, I spoke too soon in June S&G p118, about the new 17 or 18 Metre Class in the World Champs. It seems the idea suffered a cable break — or a winch failure — very near the deck and is unlikely to be rebuilt for quite a while. Yes, there are too many Classes already. But the performance difference between the Standard and the 15 Metre Classes has now been whittled to non-measurable dimensions, first with the arrival of the LS-4, later the Pegase and more recently the Discus and DG-300, the only competitive justification for the flapped Class will be if it makes a great leap forward again. For the moment the main justification for the flapped 15 metre glider in this country is the lovely approach control (which is not necessarily a monopoly of flaps, however) and the ease with which it can be turned into the poor man's Open ship with a couple of tip extensions. For World Championship purposes, however, such considerations are irrelevant.



The idea suffered a cable break — or winch failure — and is unlikely to be rebuilt for quite a while.

Thinks: I wonder if anyone will offer the latest Standard machines with optional tips to produce the unflapped 17 metre of the 1980s, as the Dart and SHK were to the 1960s? Without the extravagance of flappery it could be the best performance-for-money package in town. Come on, you guys!

Roll on, 1986

What does it take to make a rotten season tolerable? One really great flight. Not a record, but a personal best. For me a 542km out and return to North Yorkshire on that marvellous Sunday, July 7, made all the rain and frustration on so many other days worthwhile. There is a magic about the out and return which is quite lacking in triangles, quadrilaterals or any other polygon. (Get the doctor to have a look at him, quick. ED.) My only regret is that I could have started 30 minutes earlier and landed an hour later; a 600km was there for the asking. Maybe next year. Planning that flight could absorb the winter months quite cheerfully, I think. . . .



WINDOW SHOPPING IN PARIS AGAIN

Envious glances by BOB RODWELL at the gliding goods displayed at le Bourget



The rear engine mounting, only mocked up here, dictates a very short-coupled lay-out for the 11m Windex 1100 "fun machine". This prototype had flown 11hrs, purely as a glider, before the le Bourget show opened. Designers Harald Unger (with cap) and Sven Ridder are on the left.



Production mock-up of the Centrair Marianne 18.5m two-seater sailplane designed with Dassault aerodynamicists' assistance and 50% funding from the French government. Production deliveries of the glass-fibre Standard version begin next year: a quick-fit motor pod and extended-span Keval/carbon-fibre derivatives will follow.

Beneath the Soviet Union's aluminium overcast — the unimaginably huge Antonov 124 Condor heavy transport, in which there's also lots of glass and carbon-fibre — there were fewer exhibits to tempt the soaring buyer or pipe-dreamer at this year's Paris air show at le Bourget than in recent years. The show gets ever larger and the microlight element ever more prolific. However, all but two or three glider manufacturers now give it a miss.

Playing on home ground, however, and bidding to take in more of other planemakers' washing, Centrair of France was cutting an impressive dash with the production mock-up of the Marianne high performance two-seater being developed with 50% French government funding and the help of Dassault aerodynamicists and the big company's computer-modelling and wind-tunnel facilities.

The mock-up was the model from which the production moulds were made. Marc Ranjon, who founded fast-growing Centrair in 1970, was forecasting a long-awaited first flight in late July or early September (August being the month of virtually total industrial closure in France). The export price for the 18.5m Marianne would be about 220 000 francs (some £18 725) and deliveries would begin in 1986, he said. Already being schemed is a largely Kevlar and carbon-fibre derivative of greater span, cost and performance and a quick-fit motor pod for the standard Marianne.

The Marianne marries high performance with what Ranjon said was "a big, strong, undercarriage" for training; tooling is being prepared for a maximum production rate of ten a month.

Centrair's know-how on finishes to achieve better laminar flow

Ranjon's use of Dassault expertise in the Marianne project is reciprocated; the builders of a famous line of high-speed combat aircraft and business jets now use Centrair's know-how on finishes to achieve better laminar flow on Mirage 2000s, Falcons and the like. While Centrair is also building composite components for Dassault and other aircraft and missile makers, including bits for Exocet, Ranjon's 85 workers continue to crank out between nine and 11 Pégase sailplanes every month. It doesn't seem very long since the prototype first appeared; by June, 245 had been delivered, 60% of them abroad.

On display at le Bourget was the current production Pégase B, with 160ltr of waterballast, and an early example of the new -BC, which has an entirely new wing with an improved airfoil section and a ballast system which permits weight shift fore-and-aft. The -Bs were already being delivered; the first -BCs were due to reach buyers in November. Respective export prices were 140 000 and 168 150 francs — £11 915 and £14 310 respectively, Ranjon said.

The only other big-volume glider maker to exhibit was Grob, showing the latest Acro II aerobatic two-seater and newest versions of the 109B motor glider. One, designated the 109B Ranger, was the prototype of a dedicated ultra-long-endurance observation aircraft with a potential endurance of 25hrs and extended wing-root fairings to house fixed camera mounts.

Grob was making the impressive claim at Paris of being the world's most experienced and prolific builder of all-composite airframes, having completed nearly 3000 sailplanes and motor gliders in GRP since the early 1970s when con-

tract manufacture of the Cirrus for Glasflügel began.

With only 140 workers Grob is currently producing six aircraft a week at Mindelheim — three 109Bs and three sailplanes, mainly Twin Two's and Acro II two-seaters, demand for single-seat Astirs having now fallen away.

The always engaging Romanians normally make a show of their all-metal sailplanes, motor gliders and lightplane derivatives at le Bourget. They now have larger fish to fry with licence-built BAC One-Eleven airliners, military trainers and helicopter gunships to sell and on display. It was not their fault that there was no sailplane, however, I was told by Central National Aeronautic director Teodor Zanfirescu, since they had turned up with the IS-32 20m two-seater, for which a 44.5:1 glide ratio is claimed. It had been refused admission at the gate by the show organisers with that particular brand of gallic cussedness which is honed to perfection for every Paris show and is even more officious when it wears a uniform.

Zanfirescu was relaxed; the aircraft was being stored locally and immediately after the show was bound for Britain on a sales tour, beginning with a week at Lasham in mid-June, he said. With a now very comprehensive range of sailplanes, motor gliders and light aircraft, the Brasov factory is busy on the sporting front and will ship about 30 gliders and motor gliders to Australia alone this year. The IS-32 sales tour would kick off a new offensive on the UK market, he told me over a glass of some Romanian liquor calculated to blow the softest soaring hat through the hardest roof.

Another engaging exhibitor, with an engaging prototype, was Harald Unden from Sweden with his diminutive Windex 1100 motor glider which had logged 11hrs since its maiden flight in April — all as a pure sailplane with the tailplane/fin junction engine mount mocked up and a 22hp Limbach chain-saw engine to be installed immediately after its return to Sweden.

That's only for initial tests, however — the designers have under development a tiny three-cylinder in-line engine giving 25hp for the definitive machine.

Unden was unapologetic about the lack of span — only 11 metres — and modest Max L/D of only 30. "This is a practical motor glider and fun machine one can operate on one's own, rather than a competition aircraft" he said, claiming that the wings weigh only 44lb apiece. At 11m it is aerobatic, with removable tip extensions to 12m giving a three-point increment in glide at the expense of aerobatic capability.

On the prototype the wings are of glass-fibre over a foam core but in production, by Unden's own company of glass-fibre specialists and yachting equipment makers AB Radab, they will be of glass-fibre and Kevlar honeycomb sandwich, leaving ample space in the wings for fuel. Precisely how much will be the customer's choice; normally about 6hrs endurance at 30% power will be built in with the capability of going for marathon endurances of up to 24hrs — though for what purpose, one wonders.

With flaps fully dropped it "comes down like a piano"

A partner in the project is aerodynamics professor Sven Ridder, who has developed at Sweden's Aeronautical Research Institute a 17% forward-loaded laminar airfoil specially for the Windex 1100. On the underside, laminar flow is maintained right back to the wide-chord flaps; on top, the laminar region is more restricted to reduce sensitivity to dead bugs and other imperfections. With the flaps fully drooped to 90° the aircraft "comes down like a piano", said Unden. They go to −5° for the minimum high-speed drag.

Only 6hp is required for a 107kt cruise. Max cruise will be 130kt and VNE 150kt. A mere 2hp will be needed to maintain level flight.

AB Radab will market the Windex 1100 in kit form for home assembly, beginning next year with domestic deliveries before export sales begin. "If there are any problems in home assembly and finishing, we want them to occur close to home" managing director Unden told me.

The only other motor glider of note was the new PIK 30 self-launcher shown by the French companies Siren and Issoire, who have been producing the PIK 20E since acquiring sole production rights from Finland two or three years ago. The 30 appears to be a straightforward 17.5m version, with some improvements in detail design around the engine unit and lots of polished chrome but no other distinguishable changes over the Finnish-built original we have based on the Ulster GC site at home. I was unable to find a Siren representative to inquire how production has fared since it moved to France and whether there are further developments down the line.

Schleicher weren't at Paris as exhibitors but Gerhard Waibel, designer of such machines as the ASW-15, -17, -20 and -22, was much in evidence as a member of a high-powered international panel of experts giving daily seminars on all aspects of composites for Du Pont, who produce numerous composite materials including Nomex and Kevlar.

Composites were the *in* thing at le Bourget this year — if you weren't already showing experience in composites, rivals were predicting your early demise. Waibel's chosen subject was "low-temperature curing" — cost-conscious sailplane makers can't afford the megabuck autoclaves which the big fellas use.

"With composites being increasingly used in commercial and military aircraft, sailplane makers should be well placed and well experienced to perform field repairs for the major aircraft companies" he told me, smiling happily at the thought of a potential new source of revenue to subsidise glider manufacture which, to a man, the sailplane builders swear fervently doesn't pay.



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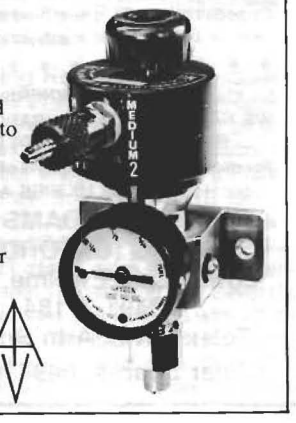
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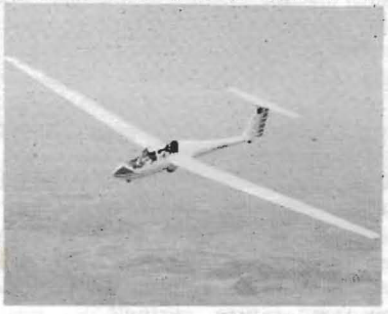
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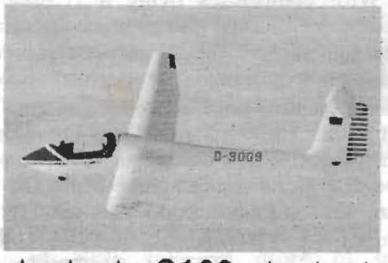
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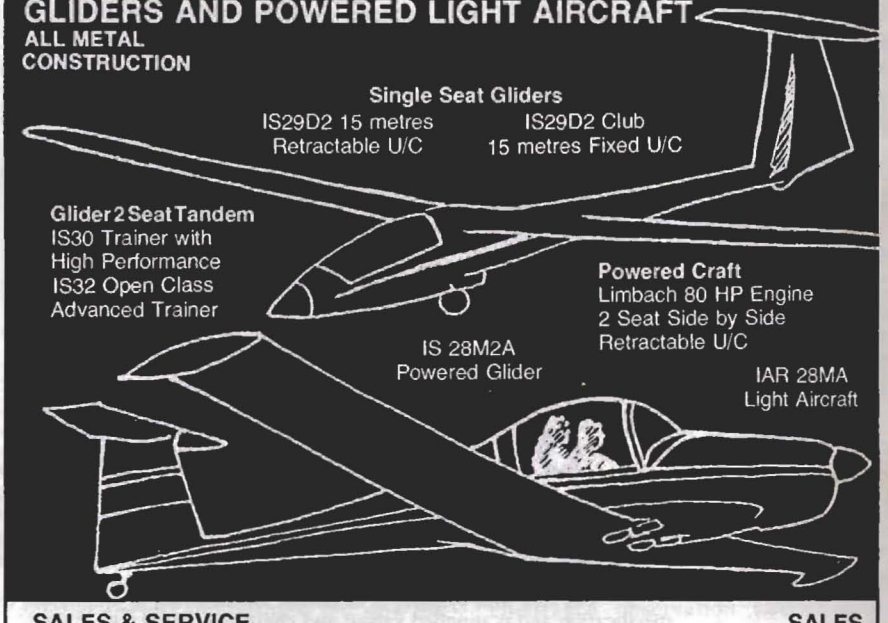
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You Too Need a Guardian Angel

MIKE EVANS of Lasham describes how he survived a chilling experience of a disconnected elevator on his ASW-19 while flying at Talgarth. Others haven't been as lucky.

I suppose I should have taken the hint. A trailer tyre burst on the M4, no spare of course, and we arrived late at Talgarth, just about out of petrol. We left the glider at the airfield, went to the Griffin Inn for a meal and retired wearily to bed.

After a couple of good days flying, Saturday brought a blizzard in the morning. But being Welsh I didn't mind, because I really wanted to watch the Wales v Ireland Rugby International on television in the afternoon. In the end it turned out to be the best wave day of the year with John Bally, the CFI, climbing to 16 000ft. I didn't regret missing out though; there are plenty of wave days at Talgarth.

Sunday March 17 dawned bright and sunny, and after rigging we pushed out my ASW-19 ready for launching by the Pawnee tug. Just before my turn to launch I carried out my usual cockpit check, and all seemed normal. Although I have a lot of hours, 800 or so, most of my experience (over 600hrs) has been in a K-6E, so the fact that the ground run was fairly long and a little rough was more of an annoyance than anything else, as this was only my eighth launch on type. The glider lifted off and then sank back onto the ground. "Damn," I thought, "I still haven't got it right."

When I lifted off for the second time I just knew that something was dreadfully wrong. The glider started to climb and although I pushed fully forward on the stick I was still climbing. My mind began to race, "Peter, I'll kill Peter, must release", but by the time I reached the knob the glider was in an incredibly steep climb. The rope broke just before I released and the nose dropped into a hammerhead stall. The ground was racing by; I remember something black overhead, later confirmed by the tug pilot to be a power wire. I was telling myself, with a certain amount of urgency, to push on the stick instead of pulling hard, but when the glider climbed for the second time I realised that I didn't have any pitch control. I should explain for the benefit of those unfamiliar with Talgarth that the ground drops away steeply from the site, approximately 500ft to the fields at the bottom. The recovery from the first stall had occurred about 100ft below the level of the airfield.

On recovering from the second stall I turned right to fly down the valley, and various thoughts began to cross my mind, more slowly now, with all the time in the world to think. "You've ruined your holiday — not going home until Wednesday — Robin will be pleased, it's his holiday ruined as well — Paul has the glider next week, perhaps Ralph will mend it by the weekend — silly thought — you're really going to crash — if I crash in those trees I'll bleed a lot before they find me — what a beautiful day, a lovely view — head away from Talgarth town, it'll hurt if I hit that — fly toward open fields — best to keep flying as long as possible."

I felt strangely pleased to remember something I dreamed of doing if ever I crashed

The climbs and dives were less pronounced now. It was becoming apparent in which field I would probably arrive, a euphemism really. "Tighten your straps and draw your legs into the cockpit," I thought, and felt strangely pleased to remember something I had dreamed of doing if ever I crashed. "Telegraph poles — where are the wires? — don't say I am going to hit them — there they are, just underneath." I remembered someone who had flown sideways into the ground to lessen the impact, and the legs in the cockpit idea was cancelled as I gave a bootful of right rudder and moved the stick left. We hit the ground a second later with quite a thump and a loud noise from behind, the like of which I hope never to hear again. The glider slid sideways for a few seconds, and I just sat for a moment and thanked Herr Schleicher for making such a strong cockpit. I saw the tug overhead and realised thankfully that Peter was unhurt too. I opened the canopy and waved, stepped out and waved again to reassure Peter.

Incredibly I had flown nearly three miles from the airfield, and I had survived because the glider hit the ground at just the right angle of upslope, which must prove that you cannot run out of all your luck on one day.

John Bally, with Dr Bill Morgan, was on the scene within minutes; how I will never know, unless he is a Rally Cross Champion. He was marvellous about the whole affair, as was everybody back at the site. I am sure that it was much worse for them watching than for me actually having the accident. For my money Peter must be one of the best tug pilots around, and the most unselfish. After I had nearly killed him by lifting the tail of the tug, he followed me down to my landing field and though shaken, was prepared to land to render first aid, almost certainly crashing himself in the process. Thank you Peter.

I offer no excuses for the accident. I didn't do a proper DI after rigging, nor a positive control check. I remember a distraction while doing the control connections, but the unconnected elevator would have been discovered during a dual positive control check. A contributory factor may have been that I have flown so many hours in K-6Es, where the tailplane is connected automatically when rigging. Perhaps the time has come for all elevators to be self-connecting, certainly on new types, as I am not the only pilot, experienced or otherwise to have taken off with elevator disconnected. I have probably flown the furthest though, and I am certainly lucky to be alive.

So one way and another it was not a good week — my first trailer tyre to burst in twelve years of trailing, my first glider accident and Wales lost too!

Trans-European Rally. The first two to finish the Rally of 2500km took only eight days, Gerard Lherm, Ventus B, winning with Jean Vuillemot, Nimbus 3, second, both from France. The Rally was from June 30 to July 15 with 27 gliders leaving Angers (Avrille) to fly to Besancon, Nuremburg (Schwabach), Valence, La Rouch-Sur-Yon and back to Angers, 18 completing the course.

Gerardus Kurstjens, Nimbus 3, (Holland) was 3rd, Michel Dubreuil, LS-4, (France) 4th with William Malpas of Gt Britain Sharing 5th place with Jean-Claude Penaud (France), both flying Ventus Bs.

French Gliding News. The French Gliding Association flew 274 982hrs and 2806 622km in 1984 from 240 032 aerotows and 24 099 winch launches at the 143 civilian clubs. Of the 11 505 pilots who have bought a French insurance licence from the French Gliding Association, 1115 were female. There are 1748 civilian tug pilots and 1452 gliders. During the year 93 gliders were involved in serious accidents with 14 written off. 461 Silver Cs were completed and 148 Gold Cs with 47 All Three Diamonds. The total certificates completed at the end of 1984 were Silver Cs, 2426; Gold Cs 923 and All Three Diamond, 517. — *J. P. Garland.*

Your Letters



ANYTHING CRAZY HAPPENED LATELY?

Dear Editor,

I'd love to write about some of the crazy happenings that gliding throws up. Through your columns please may I ask people to write or phone me and tell me hilarious tales from their clubs? *Eg* the pilot who took a club 463 from the Mynd to Great Yarmouth and had to wait until dark for his retrieve crew. When they opened the trailer the other club 463 was inside. It was Sunday evening. I don't really know if it's true, but it's part of the Mynd folklore.

RHODA PARTRIDGE, *37 High Street, Prestelgne, Powys. Tel 0544 267817*

OLYMPICS A NON-RUNNER

Dear Editor,

Arguments for one-design competition, as in sailing, I can accept but I cannot understand the repeated calls, most recently made in letters to S&G from Rob Cronk (June issue, p138) and Derek Copeland (August issue, p186), for gliding to be included in the Olympics.

Why anyone should wish for each alternate World Championships to be absorbed into the rancorous, ill-tempered, over-politicised and simply over-large event which each quadrennial Olympics has now become simply defeats me.

The first thing to go out of the window would be the sportsmanship, fair play and camaraderie which seem to have survived at international level in soaring, when they have declined so markedly in many other sports over the last two decades.

Rob Cronk's idea that, if included in the Olympics, gliding would gain much more publicity is most unlikely to be realised. I believe the reverse would be the case. Media saturation — and particularly TV saturation — occurs at the Olympics and it is the minor esoteric sports which suffer most. How much pistol shooting, archery, marathon walking, wrestling and so on can Rob recall seeing, hearing and reading about from Los Angeles last year?

At least the last two World Gliding Championships have achieved national TV coverage in the UK; I feel that, properly promoted, international soaring has far better chances of gaining national media coverage when competition for sports space and time is somewhat less intense.

On another subject entirely: while the six-drum Munster van Gelder winch developed at Nijmegen and now marketed in the UK is obviously a fine piece of engineering, I share Gordon Peters' puzzlement (August issue, p187) that the simple one-drum winch and light retrieve winch combination has failed to find more widespread adoption. Given good slick ground handling, which any system requires, the retrieve winch system used by the Midland GC at the Long Mynd can easily match or surpass the capacity claimed for the complex van Gelder machine — 24 cables an hour or more.

Launching at the Mynd is the most efficient system I have ever encountered. Almost as good, for an intensive launch rate, was the reverse autotow system with two towcars used alternately — one dashing back to the pulley upwind while the other was actually launching — which was used by both the Ulster and Dublin clubs in the past when they were both at sites with surfaced runways. The launch frequency that could be attained, barring cable breaks, was quite phenomenal.

BOB RODWELL, **Belfast.**

THE WRONG IDEA ABOUT SOUTH AFRICA

Dear Editor,

Fred Weinholtz's paper in the June issue, p124, on the survival of gliding is very much relevant to our country, especially since the recent downturn in value of our currency in relation to the German mark. I wish the committee of one of our clubs in Transvaal could take it to heart as it seems they favour an exclusive club for well-heeled owners and syndicate members with the minimum of training.

However my jaw dropped when I read "certain politicians who want to use gliding, as well as other sports, as a political weapon, for example South Africa." I just cannot believe that such an eminent gliding personality, if he is being quoted correctly, could have the wrong end of the stick about this country. From our point of view it is just the opposite — politicians of other countries use sport boycotts against us. Wish we could live without politicians.

LUDI PIO, **Pretoria, S. Africa.**

Fred Weinholtz replies: Thank you very much for the kind words about my paper I read in Cardiff. But I am really shocked about the serious misunderstanding, that obviously was created by my poor English — which is a foreign language for me. In no case it was my intention to blame your country or our South African gliding friends. I wanted to blame the politicians all over the world, who try to abuse gliding as a political weapon against you. Literally I said "Finally there are certain politicians, who want to use gliding as political weapon — though other sports too — when they are at their wits' end. Take South Africa for example." Please excuse my ambiguous words. I never had the "wrong idea about South Africa".

CABLE 'CHUTES AND WINCHING

Dear Editor,

In the interests of safety I feel compelled to make a number of comments on the two excellent articles on winch launching in the last issue — "Flying Cable Parachutes", p181 and "A look at Winch Launching", p170.

In the K-13 incident where the parachute became embedded in the tailplane, the weak link is in the wrong position on the cable. It should be located at the glider side of the parachute, otherwise the 'chute is left to wrap itself round the glider on every link failure.

With the link correctly located there is still a probability of the cable failing immediately upstream of the parachute but this is less than that of the link breaking. At the Cotswolds GC we place the link in the cable between the parachute and the glider, about five or six feet from the Tost rings. The cable between the parachute and glider is enclosed in heavy rubber water hose to reduce the risk of fouling undercarriages.

Mr Gibson's calculations and findings are very closely supported by our experience and measurements achieved in pulley launching. However I must take issue with his rather casual disrespect for the sailplane designer when it comes to weak links. The winch launch is not an "innocuous" loading case. The sailplane designer has produced an aeroplane which meets the strength criteria of his country's airworthiness requirements, at placard speeds which are acceptable to the customer.

Then, knowing the strength of the aeroplane and considering other features particular to the launch, such as tailplane loads and CG position, he finds himself with two parameters with which to juggle. These are the Max launch speed and the weak link strength. These he can trade against each other so that an acceptable speed range is achieved with a reasonable weak link strength.

Arbitrarily exceeding either of these parameters is equivalent to arbitrarily exceeding Max rough air speed or VNE. It is therefore no good asking the designer to allow an increase in weak link strength because he has to enlist the services of the airworthiness authority to obtain type certification of the aircraft, (a service for which he has had to pay) and would, in order to change the link strength, have to:

1. Provide a strengthening modification for the glider (new spar perhaps!).
2. Repeat some type approval tests.
3. Reapproach his airworthiness authority armed with 1 and 2 for approval of the modification.

Clearly he would need a lot of motivating to get him to do this, particularly if the aircraft is no longer in production, which is usually the case with gliders of low link strength.

It is suggested in the article that nuisance failures of the weak link present a launch hazard and that stronger weak links would increase safety. Heaven forbid this attitude to prevail! If a gliding site is situated such that a launch failure cannot be accommodated with adequate margins of safety, then it is simply unfit to fly from.

It is true that accidents often come from failed launches which is why failed launch situations are taught diligently and flown frequently.

In our club, and I'm sure in most others, economics dictate that we carry on launching with every ratty tatty bit of wire until we get fed up with going to find the ends. I'm sure that our instructors would riot if it were suggested we could climb lower and steeper because the weak links had been made a little stronger.

If a glider, anywhere, ever suffers a wing

failure at launch, where dual weak link strengths were in use, I believe it would be very difficult to justify that situation to an outside investigating body. For this reason I strongly oppose the introduction of this system.

Our club members strive to provide a simple intrinsically safe launching system. With the fumbles we already have, it is easy to see that a dual link system would be impossible to manage. If there were an "incident" we would be unable to show that a dual link system was a reasonable and responsible method of operation.

By the way, our ground engineers make the weak links from precipitated light alloy strip (L73) with a controlled waisting half way along. They break very, very close to 1000lb — and quite frequently.

I therefore strongly urge that we keep things simple, use one link which breaks at the correct load, positioned correctly in the cable, then whatever happens we can stand up and say that the launching equipment was configured correctly.

CHRIS BATTY, **Bristol.**

John Gibson replies: My article was a bit long, which may be why Chris Batty did not have time to read it carefully before commenting. The hundreds of pages of calculations I did for the BG-135 and SD.3 were far from casual and they testify to my respect for the design process. It was this experience which opened my eyes to the facts of the launch. Weak link strengths of twice the glider weight can be perfectly compatible with structural safety and acceptable launch speed. The link can then serve its proper purpose of protection outside normal launch conditions, without breaking at loads far below the glider's limits.

I did not say the winch launch is an innocuous loading case, only that at 45° climb path angle the wing load imposed by the launch itself is very modest. This is not the critical load case. I did not advocate arbitrarily exceeding the speed limit for any part of the launch, and discussed only what to do about inadvertent exceedance initially.

I did not ask designers to uprate the weak links for British gliders, only that we should be able to use the links certified for any glider. It is just hard luck that British two-seaters are restricted to links equivalent to 600lb ones for the Olympia 2.

It is absolutely beyond question that any launch failure is a safety hazard, and that stronger links increase safety. This does not reduce the need for break training. I agree about not operating from dangerous sites, but if you must then an inadequate link increases the risks. There is no point in better links if you persist with rotten cable. That's what Chris's instructors should riot about. The use of stronger weak links forces a reappraisal of policy towards better cable quality, and a good thing too. Economics hardly come into it at about 10% or less of the typical launch fee.

Why does Chris think that his fellow members can correctly perform all the multitude of aspects of safety and airmanship except the one case of dual links, which apparently they could not possibly get right? Do these members agree? In fact it is very easy and enormously worthwhile, unless all your gliders are 1000lb types.

Bill Scull, BGA director of operations, comments: Chris, I think, misses the point regarding weak link strengths. Given the German figures for link strength and limiting speed there is a choice for such gliders in the UK of using a weak link stronger than 1000lb or asking the designer(s) to determine a higher limiting speed for our weak link strength. The former was easier and even now a weak link not as strong as may be allowed means loads remain within limits. Chris deprecates using stronger weak links but ignores a common abuse of exceeding the low (German) Max winch launch speed.

THE BGA CONFERENCE

Dear Editor,

In reply to your article on the BGA conference in the June issue, p133, I would like to point out that many pilots aged 25 and under have, like myself (aged 20, Silver C and 52hrs), an income of less than £100/week. This means that the "little weekend away" costing £50 all told for the hotel, travelling etc, would be more than half my wage packet.

Soaring fees at my club (Trent Valley) are £6/hr so for the £50 spent socialising I could have had over eight hours soaring. Which would you rather have? I know which I would choose.

I think you should stop worrying about why under 25 year-olds don't go to BGA conferences — they would much rather spend their hard earned cash flying.

ANDREW CULLUM, **Laceby, S. Humberside.**

ECONOMICS OF A GLIDING CLUB

Dear Editor,

In my previous letter on the subject (June issue, p138) I did not "dismiss" the provision of cheap flying for the young — I mentioned it precisely because I think it is worthwhile.

Nor did I mean to suggest that statistics are useless — merely that they need more careful interpretation: the implication of the article (April issue, p69) that the syndicate pilots are being subsidised by the club glider pilots simply is not so. The profit/glider figure is not relevant here.

I did not comment on the central argument of the article, but again, when the cost to the club of giving launches is taken into account, the figures given no longer support the rosy conclusions drawn by it, even on a profit/glider basis.

As an example, it suggested that if North Hill bought an extra K-8 and K-6, with no additional flying they would be in profit by £143/glider. At present, the club K-8 and K6 produce a gross profit of £3060, or (after launch costs of £1412 are deducted) a net profit of £824/aircraft. Should another K-8 and another K-6 be added, this profit changes in fact into a loss of £159 — for each of the four, not just for the new pair (with nine pilots/aircraft).

If only one K-6 were added, the profit/aircraft drops to £190 (with 12 pilots/aircraft). Even in this case, each pilot would have to contribute about £30 of extra profit — probably an extra £45-50 of flying — just to equal the present £1648 profit level. Quite possible, but with the extra capital involved, hardly a "profitable investment" for the club, much less a "licence to print money."

And there is no magic in a figure of eight pilots/aircraft — the economic number of pilots/glider relates directly to the level of flying charges, which we all wish to keep down.

It is also surely rather simplistic to suggest that pilots mostly form syndicates or leave gliding altogether because of lack of availability of club aircraft. There must be a dozen other reasons. In the Ulster GC, for instance, we have never had a high number of pilots/club single-seater, but the syndicate fleet has grown steadily over the years anyway. The club has progressively had to reduce its single-seater fleet in direct response (emphatically not the other way round) in spite of an excellent ridge with year-round soaring.

None of this proves that no club should go out and buy another single-seater — or that every club should. I think it does show that figures can be misleading unless everything relevant is included in their preparation.

ALAN SANDS, **Banbridge, Co Down.**

WEIGHING PROBLEMS

Dear Editor,

John Gibson's letter in the June issue, p138, emphasised one of the problems which befall anyone trying to accurately weigh and hence calculate the CG and permitted cockpit load of a glider. How many times has an inspector gone to reweigh a glider which may have had a major repair on it only to find a host of problems because of lack of data in the documentation?

Probably the most significant but least obvious is the weighing attitude. Generally the glider is lifted up on to the scales and the relevant distances measured by dropping a plumb line to the floor. A little simple geometry using the distance of the guessed height of the CG to the floor will show that one can easily change the apparent CG up to a couple of inches depending on glider attitude.

All BGA C of A documents state the loaded CG limits but only a few precisely define the attitude; sometimes one finds vague statements such as "glider horizontal" or "flight attitude". May I make a plea for improved statements of attitude in BGA documentation. Most manufacturers have selected a reference datum such as "Top cockpit longeron horizontal" or "Top of fuselage X inches aft of wing trailing edge Y degrees nose up". The data is available or can be made available at the time of BGA approval of the glider type and should be incorporated into the C of A.

Another user aspect of CG position which I would like to air at this time is the BGA decision to remove loading charts from two-seater training glider placards. Gliders such as the K-13 when originally certified had a simple Max and Min cockpit load but from a training point of view and an instructor being able to emphasise the importance of CG as well as weight, please can we retain the properly calculated loadings chart, this then would help to educate pilots and perhaps prevent lightweight pilots leaping into the sky in an "uncontrolled manner."

F. J. TUCKER, **Storrington, Sussex.**

On How not to become a Statistic

DIANA KING describes the new BGA Cross-Country and Safety courses being run by the national coaches.

Last winter was the first season of the new BGA Cross-Country and Safety Courses. When they were announced I was still suffering from the psychological after effects of an accident in July, so I booked immediately, feeling that I must have something to learn. How right I was!

The day was made up of a mixture of "live" lectures, discussions and slide-tape lectures. Ken Stewart, who was running this particular seminar, started with a very brief look at some airspace problems, particularly the recent moves to change some of the airways crossing rules. He expounded the importance not only of *not* flying in prohibited areas but also of being sufficiently well-informed to make use of *all* the permitted airspace, whilst, at the same time, using our common sense (*eg* by not thermalling on the extension of the line of a main military runway even though it may be perfectly legal). We discussed ways of minimising stress induced by having to fly close to controlled airspace — thorough flight planning, map marking and so on.

Next we went on to look at field landings, for which two new slide tape lectures have been prepared. The first, prepared and narrated by John Williamson, is a presentation of the essential features of field selection — Size, Slope and Surface. John looks at each of these criteria in detail, with photographs illustrating an amazing variety of possible clues to the real nature of a field.

The next lecture was a presentation of an actual field selection and landing, carried out, somewhat incongruously it seemed, in one of the apparently less suitable fields in the selected area; for the purposes of the exercise we were asked to assume that the large attractive harrowed fields in the same area were full of waving crops, thus limiting our final choice to one field only! It was particularly interesting to look at the circuit and landing in "slow motion" and also to have the opportunity to see first a left and then a right hand circuit, with their advantages and disadvantages being clearly demonstrated. My only criticism of this programme was that no real mention was made of keeping other options at the back of our minds: having planted imaginary high crops in most of the surrounding fields and discovered real live cows and wires in all the others, there was no discussion on the tape of where we might go if our first (and only remaining) choice of field had on closer inspection proved unsuitable.

The "short, sharp shock treatment" of a study of serious accidents

After lunch we turned to more sobering matters — first the "short, sharp shock" treatment of a study of a number of serious accidents, analysing where possible the hows and whys. In the wake of last year's frightful record of mid-air collisions, we next saw the new BGA presentation on this subject. This is a highly polished and professional piece of work produced in a remarkably short space of time by a team led by Bill Scull. They are to be congratulated on the high quality of this lecture which contains a considerable amount of material (although it would merit yet further expansion).

A discussion of aerotowing accidents and the possible means of preventing them followed and the day finished with John Williamson's Final Glide slide tape lecture which, in spite of several previous viewings, still teaches me something on each occasion, and has some new cartoons as an added bonus. Indeed the whole day offered a combination of familiar ideas mixed with some new ones, thus revising and refreshing as well as increasing our knowledge.

This series of seminars is to be repeated this winter. At a fee of £5.75 for the day it must be some of the best value flying training you can find anywhere. *Everyone* should consider booking a course if they can possibly manage it.

If you don't fly cross-country, this course is still relevant — you don't have to be flying cross-country to have a mid-air collision or an aerotow accident — and if you don't do much aerotowing, don't think you're immune — you're one of the high risks, aren't you? You don't even have to fly cross-country to have to land in a field; anyone can get caught out a bit further away from home than they meant.

This course would be suitable for anyone, from beginner up to top competition pilot. I cannot recommend it too highly.

We would be grateful if all contributions to S&G are sent to the Editor at 281 Queen Edith's Way, Cambridge CB1 4NH and not the BGA office. Valuable time is often wasted this way.

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New From The BGA

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From the BGA, Kimberley House, Vaughan Way, Leicester, G.B. LE1 4SG

DAVID INCE reports on the 19th World Championships held at Rieti, Italy from July 18-August 12



The first true mountain soaring contest since Samaden in 1948 produced two new World Champions — Doug Jacobs (USA), LS-6 in the 15 Metre Class and Leonardo Brigliadori (Italy), Discus, in the Standard Class. Ingo Renner (Australia), Nimbus 3, Open Class Champion, now winning his third World title, joins the illustrious company of Heinz Huth (Germany) and George Lee (GB), the only pilots to have won the same Class on two successive occasions.

Jacobs, a 38 year-old banker, is a gliding phenomenon. He only took up the sport five years ago, since when he has flown some 1200hrs. In this his first World Championships he flew with the skill and assurance of a seasoned competition pilot winning five of the 12 contest days and establishing at one stage a lead of almost 800pts ahead of his nearest rivals.

If on this occasion Doug Jacobs dominated the 15 Metre Class, Simo Kuusisto (Finland), LS-6, and Laurens Goudriaan, ASW-20B, produced a remarkable consistency of performance to take the 2nd and 3rd places.

Behind them a small and select group led by the 15 Metre Class winner at Hobbs, Kees Musters (Holland), Ventus, — any of them potential Champions — all had suffered some misfortune in a contest in which, as one of them put it, "You fly continuous on the brink of disaster." Very much part of this group, Martyn Wells (GB), who had flown brilliantly in an unfamiliar environment, and Justin Wills (GB), exploiting his local knowledge to the full and flying with great consistency, had risen in succession to 4th place later in the contest. That they were eventually to finish 8th and 11th in the final placings in no way detracts from their splendid performance. They were both flying LS-6s.

As Leonardo Brigliadori became Standard Class Champion for the first time it was a pleasure to experience the delight of his fellow countrymen — our kind and ever helpful hosts at Rieti. Brigliadori, who has flown seven times in World Championships, being placed 6th, 4th twice and runner up in 1978, always in the Standard Class, climbed steadily upwards to take the lead on the 7th contest day. Always in contention were another particularly select group, Lackner, Discus, and Back (Germany), LS-4, and Mozer and Opitz (USA), Discus. Peter Lackner, runner up, 48 years-old and his first World Championships, was one of the most consistent pilots at Rieti, never winning a day but always up with the leaders and never below 3rd in the overall placings. Holger Back, 4th at Hobbs and 4th again here, is building up an admirable track record.

Simon Leutenegger (Switzerland), Discus, at home in mountain flying, put on an outstanding performance in the lead until overtaken by Brigliadori and then losing nine places in the final order as a result of his disastrous outlanding on the final day.

Eric Mozer, with Mike Opitz, pulled back dramatically in the second half of the contest to come 3rd and 5th respectively in the final order.

Andy Davis (GB), Discus, at his best starting late and working through the field from behind, did just that with great success when the opportunity arose. He was 1st on one day and 3rd on two others. However his almost total lack of experience in the mountains — even his training period was cut short by an accident on the way to Italy — was more than skill and determination alone could overcome. Andy was placed 20th overall.

In the Open Class after Klaus Holighaus (Germany), Nimbus 3, had landed out on Day 3, and lost his speed points for landing more than 30min later than sunset on Day 8, it looked as though Ray Lynskey (New Zealand), Nimbus 3, flying in his first World Championships, and Frederico Blätter (Switzerland), Nimbus 3, might have it made for 1st and 2nd places. Third seemed likely to go to Ingo Renner or Ray Gimmey (USA), Nimbus 3. Bruno Gantenbrink (Germany), Nimbus 3, did not seem to be having a very good contest and Paul Bourgard (Belgium), Nimbus 3, had dropped out of contention on the 4th day.

Ralph Jones (GB), Nimbus 3, frustrated like his fellow competitors by the Open Class 650kg weight limit, was 4th on Day 2. Like Holighaus he lost all his speed points for coming home late on Day 6. After that the gap had become too wide and try as he might he could not break through into the battle above.

And so, with 12 days in the 15 Metre and 11 days each in the Open and Standard, Italy had provided a full spectrum of weather — wave, thermal, hill and sea breeze. To Smilian Cibic, president of the organising committee, Piero Morelli, competition director, and all their helpers there must be the satisfaction of knowing that as a result of their efforts Rieti had given of her best — an outstanding and a memorable World Championships.

Umbilicus Italiae

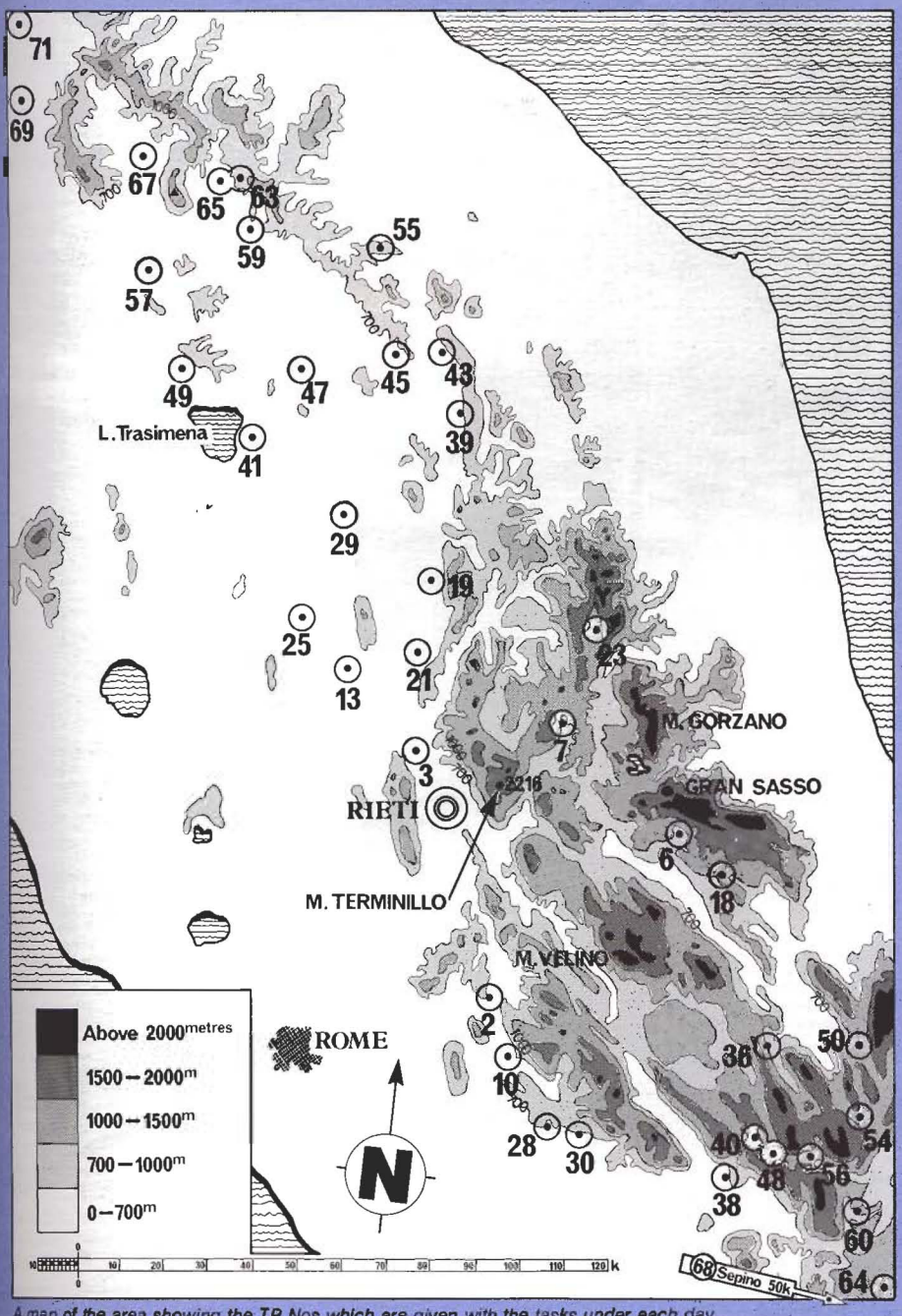
Rieti, 65km NNE of Rome, is an ancient walled town of some 50 000 inhabitants. It lies in a valley of the Central Apennines flanked to the east by the towering slopes of Mount Terminillo and to the west by the Sabini mountains. More important to the modern glider pilot is Rieti's relatively central position on the Italian peninsular for which it has been known as *Umbilicus Italiae*. In anticyclonic light wind conditions sea breezes develop on a vast scale throughout the whole area, spreading inwards from both the Tyrrhenian (western) and Adriatic coasts. Under these conditions they may meet in the evening forming a convergence line down the centre of the peninsular. However, as elsewhere, there are important variations to the sea breeze and it is the mountain soaring conditions and their interaction with the sea breeze structure which promises the interest and the real challenge at Rieti.

To complete that pattern, wave also may be encountered although it is less likely at this time of year.

Rieti is clearly for the pilot who understands and is skilled in mountain soaring, who can grasp how and where the sea air is likely to penetrate, where it may be held up by the mountain ranges, where and how it is likely to be channelled up the network of valleys leading in from the coasts, where the opportunities and the dangers lie and where to divert from track.

Rieti has been at the focus of Italian soaring for many years. A National centre set up in 1955 became the Central Aero Club for gliding soon after. National Championships have been held on the site since 1957 and there have been a total of 24 during the intervening period, many with strong international participation.

The 1300m long grass airfield, 400m asl and 2km north of the town centre, was laid out for the World Championships with four parallel runways. Throughout the contest period and regardless of wind direction



A map of the area showing the TP Nos which are given with the tasks under each day.

(unless it became very strong) all take-offs were to the north and all final glides and landings to the south.

Whilst admirable in keeping the traffic airway from the town, it did mean that the fleet of 17 mixed Robin and Stinson L5 tugs were taking off and landing in opposite directions throughout the whole period of grid launching. As surface winds were generally from the north, glider landings were almost invariably downwind — fortunately none of this seemed to result in problems.

On the domestic front, a large and very solidly supported tented structure, reminiscent of the *Oktoberfest* beer halls in Munich, provided shade for breakfast and lunch — prepacked and microwave cooked and of excellent quality — and a covered area for fruit and vegetable sales.

The well equipped international camping site, once its water supply problems had been solved, was a colourful mass of tents, caravans and awnings, especially awnings as its inhabitants strove to keep heat (a Max of 35°C at 3pm was the norm until it abated somewhat in the final week) and dehydration at bay. The solution a steady intake of *aqua minerale* and Fanta by the multilitre bottle. And on the British site, best and most effective of all, thanks to Jane Jones, mugs of real English afternoon tea!

Practice

The practice week was dominated by anticyclonic conditions with light winds, very small amounts of cumulus, high temperatures on the ground. Cloudbase was generally 6500 to 8000ft with thermals up to 10kt.

Unfortunately for those, including the British who were seeking to increase their experience of local conditions, the weather generally was better than during the contest itself. It has of course happened before.

As a result cruising heights were up during the practice period and down with more real mountain flying when the outcome really mattered. Those inexperienced in the mountains would undoubtedly have preferred the reverse!

Tasks during the practice period started with triangles of around 300km, were averaging 400km by July 26 and increased to 550km for the Open Class on July 27. On that day the 15 Metre Class were given 420km and the Standard 360km. On July 25 Klaus Holighaus and Bruno Gantenbrink successfully completed an 881km flight approximately *via* Florence and Naples. This was the longest triangle yet flown entirely within Italy although Frederico Blätter had completed a 1000km triangle in 1983 in which he overflew much of Austria.

During the training period the British team was refining its communications and startline observing procedure. The former involved a pilot to crew radio link established daily *via* Mount Terminillo — for lesser mortals about 1800m attainable by car, for the intrepid Ben and Trish Watson 2200m on the very top of the mountain with the last 400m on foot — and so the BBC (Ben Broadcasting Company) Rieti was established. In this the British team, except for that last 400m, were no different to any others — although later on some of them moved up alongside.

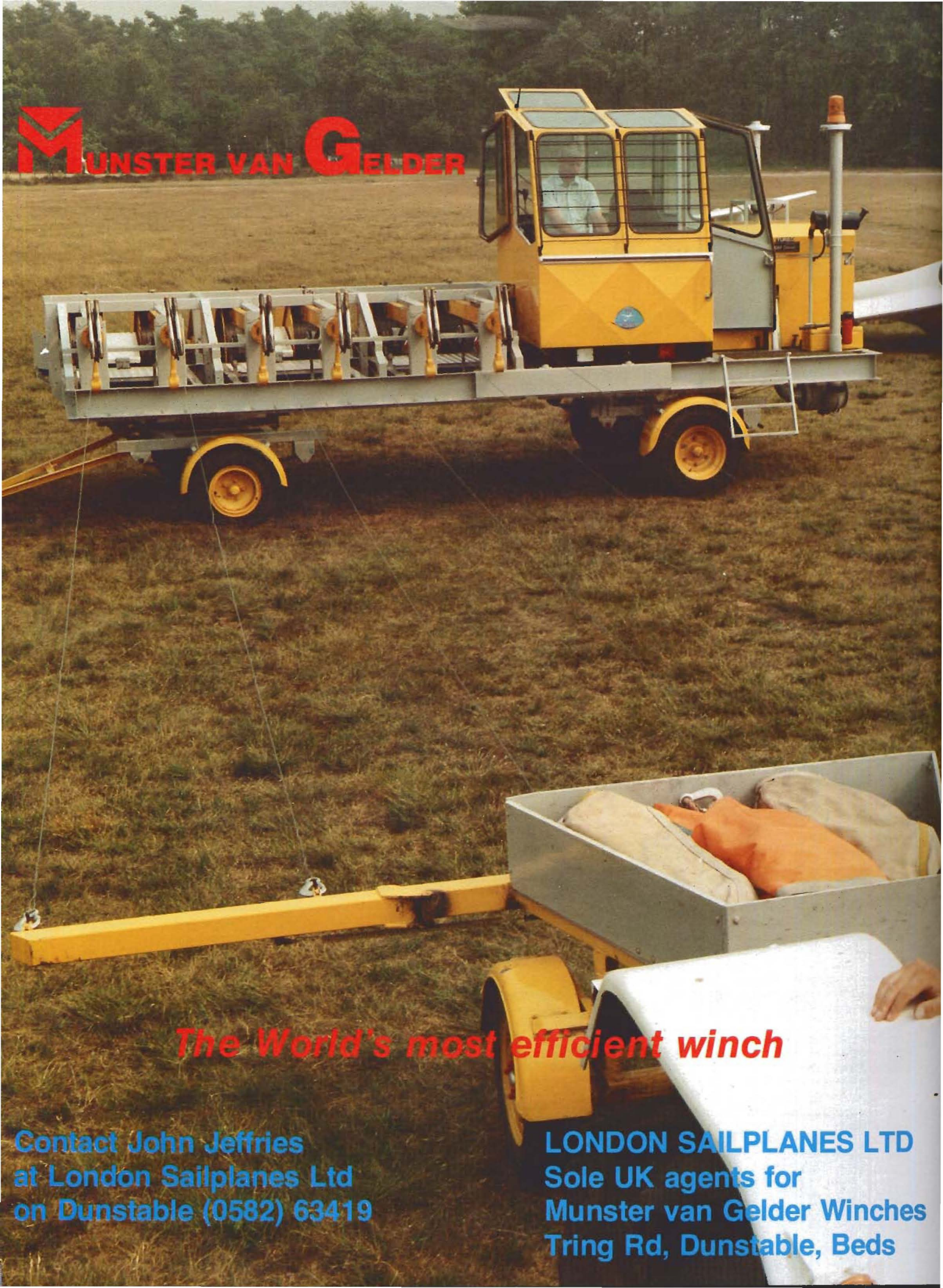
Startline observation was different and quite unique. First we had the benefit of British Aerospace's superb "Steadyscope" gyro stablised monocular first evaluated in X7 format at the most recent Lasham Open Class Nationals and generously made available in a X10 preproduction version for the British team. The Steadyscope is magic and a magic we certainly needed at Rieti.

Photographs by Anne Ince
Map by Steve Longland

With ground clock cum photo time camera starts and no altitude limit on most days, the British observers were seeking to time and identify competitors at heights up to 6000-8000ft agl. Thanks to a drill involving naked eye and binocular tracking, and Robbie Knight's eagle eyesight with check list question and answers, they were capable of achieving a 70% or greater success rate by the middle of the first week. The only real problem there were two ground clock photographic zones and to reduce traffic density these were normally allocated alternately to each Class. From any one position it was virtually impossible to identify, as opposed to counting, the total numbers of gliders starting from the more distant zone.

In the end a main location was established "Villa Britannica" in the grounds of an elegant but decrepit country house just off the NE boundary of the airfield.

Finally a glidermanship story to round off the practice period. Ray Gimmey brought a Nimbus 3 from the States. For some reason he appeared to consider that a shortened span 22.9m, with the outer panels removed and replaced by winglets, would perform better. At Rieti with the Max Open Class weight


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limitation of 650kg, he might of course be right. However, be that as it may, on a later practice day two very well-known Open Class competitors decided that it would be in their joint interest for Ray to confirm his entry in this unusual and reduced span configuration — so, when he thermalled with them they moved into negative flap and cracked their airbrakes, and he outclimbed them and was delighted, and did as they had planned, and they were delighted, and in due course we shall see!

Spaghetti Soaring '85

At the official opening on Sunday, July 28, it was still hot as the competitors paraded to the music of the Grenadier's band. There were speeches from Smilian Cibic, Piero Morelli, Tor Johannessan, president of the International Jury, Augusto Giovannelli, Mayor of Rieti and Monseignour Loris F. Capovilla, Archbishop of Loreto who brought a message from the Pope.

The Championships were declared open by Guido Baracca, president of the Italian Aero Club. Earlier in the day there had been a flying display, its star turn a beautiful and immaculately flown example of formation aerobatics by the Italian Air Force team. The nine Macchi 339 jets traced their red, white and green trails against the mountains and the early morning sky until the whole valley seemed filled with their smoke. Then a downwind bomb burst with individual aircraft looping and half rolling out for a final dramatic cross-over at low level, a fast re-form and they were away. A splendid airman's salute to airmen and, as the smoke of their passage slowly faded, a curtain rising on the events to come.



Brits on parade at the opening ceremony.

Day 1, Monday, July 29

Tasks: Open 574.5km ■, Sepino 68, Costacciaro 43, Todi 25. 15M 488.4km ▲, Pescasséroli 45, Arozzo 57. Standard 317.7km ▮, Subiaco 10, Campo di Giove 50, Castalluccio 23, Piediluco 3.

In spite of an Atlantic low which appeared to be centred over the Po valley, Plinio Rovesti's forecast was confident — winds would be light south-westerly with 2/8 small cumulus bases ranging from 6000ft over the valleys and some large cumulus higher above the mountains. The tasks set suggested a similar confidence in the weather conditions and by 1246hrs the first competitor, Paul Bourgard (Belgium) in his Nimbus 3, was airborne from the front of the grid.

From the British team startline observation post conditions looked less promising with start heights appreciably lower than during the latter part of the practice period — and so it turned out to be.

As the Standard Class finishers, earliest home, with Mike Opitz fastest at 109.2km/h, closely followed by Peter Lackner and Simon Leutenegger, were making their final glides the tannoy was already calling for Open Class retrieve crews.

Most frustrated Standard Class pilot must have been Andy Davis. A fast and trouble free run must have put him among the leaders only to be ruined by a wasted hour searching for a TP making him 34th for the day as a result.

In the 15 Metre Class Doug Jacobs, who was to achieve a dominating position in the days immediately ahead, was fastest at 109.8km/h followed by Simo Kuusisto at 106.7km/h and John Seaborn (USA), Ventus, at 106.3km/h. Justin Wills made 7th place at 104.5km/h whilst Martyn Wells, after an hour battling at 500ft was forced to land 39km short on the final leg. There were 11 outlandings in the 15 Metre Class.

The Open Class encountered particularly difficult conditions at and beyond the first TP which claimed six of them including Ralph Jones. Klaus Holighaus burnt his boats over a wooded area and got away whilst Bruno Gantenbrink was left struggling and it seemed unlikely that he would get home.

First home in the Open Class was Frederico Blätter at 105.9km/h who headed the three next fastest finishers, Klaus Holighaus, 104.6km/h, Paul Bourgard, 104km/h and Ray Lynskey at 101km/h. Ray Gimmy and Ingo Renner were more than one hour later.

Finally, after almost everyone had been accounted for, "XX *in arrivo*" on the finish line frequency and Bruno's Nimbus 3 came out of the darkness two minutes before the airfield closed to complete his final glide and landing in the light of massed car headlights. It was a dramatic end to the first day.

Although overall conditions had been fairly good the lack of cloud, weaker thermals and a wind direction more westerly than forecast benefited those with a mountain soaring background. With speeds of up to 110km/h in the 15 Metre and Standard Class followed by 106km in the Open (the latter to be continuously disadvantaged throughout the contest by its 650kg weight limitation) it had been a good day for USA, Switzerland and Germany with Finland also well up in the ratings.

Day 2, Tuesday, July 30

Tasks: Open 437.2km ■, Magione 41, Opi 48, Piediluco 3. 15M 401.3km ■, Bettona 29, Rivisondoli 54, Piediluco 3. Standard 451.3km ■, Assisi 33, Barrea 56, Spoleto 21.

In this case, as frequently, not really quadrilaterals but shallow triangles, overshooting northwards on the third leg to a final TP for Rieti's mandatory southbound final glide.

A low moving from the north-west and an associated cold front were expected to influence flying conditions, particularly over the northern task areas with strong vertical cloud development and the possibility of sea breezes. Cumulus would develop from 1400hrs onwards growing in height towards the north. Winds light at low levels would be 20kt and south-westerly above 6500ft.

Launching started at 1245 with the Standard Class first away, followed by the 15 Metres and finally the Open, all into a cloudless sky. Before long two vast gaggles could be seen in the distance hanging over the Rietini mountains around Terminillo like nothing less than some surrealist swarm of bees. A few less fortunate struggled well below the peaks and one or two eventually returned to Rieti for a relight. Gradually conditions improved and by 1500 all were on their way.

Late in the afternoon the wind strengthened from the SW and small cumulus began to appear, first over the Sabini mountains to the west and later in isolated puffs over Terminillo and the mountains around. Immediately — almost as if they had been waiting for this very development — individual gliders and small gaggles began to appear working northwards towards the final TPs.

At about 1800hrs Andy Davis on the radio was calling from on top of what appeared to be the leading Standard Class gaggle. Would he be first home and possibly fastest for the day? — and as we waited the cirrus reappeared and began to increase. Then at 1835 "80 *in arrivo*" — Andy had made it in the first wave of arrivals with an eventful flight, much of it at heights around 1000ft agl. It had been a hard day with lots of downhill ridge running topped up by a few weak thermals.

As the stream of Standard Class gliders thickened up, and was reinforced by the 15 Metres, many finishers were coming in very low and landing straight ahead into the 15kt headwind component — although one with sufficient height to make a circuit managed to enliven the proceedings by landing with his wheel retracted! Perhaps he was still recovering from a prolonged period of close proximity to the ground because conditions had undoubtedly been very difficult with poor thermals and insufficient wind for slope soaring, particularly in the south.

For the Standard Class over 450km in such conditions with only six outlandings was a splendid achievement. Fastest was Simon Leutenegger at 100km/h, clearly demonstrating yet again his skill and experience in these conditions — close behind him Eric Mozer

and Andy Davis followed by Back, Lackner, Nietlispach (Switzerland), Discus and Opitz all in excess of 98km/h.

In the 15 Metre Class Doug Jacobs had reinforced his position with another win at 89.8km/h. Second and third were the two Frenchmen, Gilbert Gerbaud and Francois Hersen, both flying Ventus, at 88.2 and 87.5km/h respectively. With Martyn Wells and Justin Wills both safely back, all eyes were back on Terminillo for the first Open Class returns and at 1920 Ralph Jones called from that area to say that he needed just one more climb. Shortly afterwards most of the Open Class were back. Their task also had not been without problems. Klaus Holighaus, fastest at 88.4km/h, had great difficulty in getting away from the first TP. He was closely followed by Ray Lynskey at 88.1km/h and Michael Giles (Australia) at 87.7km/h in his ASW-22.

Ralph, unfortunate to have another competitor obstructing his TP photography, suffered a 5pt penalty which did not however change his placing, 4th for the day, less than 1km/h slower than the winner. David Innes (Guernsey), Nimbus 3, made the mistake of not ridge running on the first leg, getting left behind as a result, however he got into weak wave near Magione and caught up. He then ridge ran with an Open Class gaggle, generally gaining height on the way. He was 6th for the day. Bruno Gantebrink opted for what he considered to be a more secure route on a difficult day, achieved a slow time and was still satisfied with his decision.

Day 3, Wednesday, July 31

Tasks: Open 209.1km O/R Gubbio 45. 15M 237.6km O/R Cortona 49. Standard 211.1km O/R Umbertide.

Waking for the first time to overcast skies the difficult situation was confirmed at briefing. The low forecast yesterday was now over central Italy with an associated cold front moving south and losing intensity. Warm, moist conditions were suitable for the development of cumulus and there might be some overconvection.

Eventually, after a morning shower and several postponements, launching got under way at 1445hrs on a fall back O/R task to the north for all Classes.

By mid-afternoon the remains of any layer cloud had disappeared to the east, cloudbase had lifted above the Rietini mountains, where the cumulus appeared to be developing well, although with considerable shear at higher levels, and the sky was beginning to look much more promising.

However by the time the first finishers began to arrive from 1804hrs onwards the outlanding office was already hard at work. Shortly after 1900hrs Ralph alone was the only British pilot back and the others were still airborne. Finally at 1930 they came in all together and the Brits could relax.

It had not been an easy day — the 15 Metres, who went first, encountered weak wave on the first leg, which provided little positive benefit but helped to disorganise the thermals and provided areas of heavy sink. Those who did get through to the TP were forced to fly in and out again for some distance in completely stable air and a number fell down in that area. On the return journey a well developed cloud street with rain falling from it brought most to the ground and delayed others in the Spoleto, Foligno, Todi area, including Andy, Martyn and Justin. Some, including Ralph Jones, found lift in the rain and were able to complete their final glides.

Clouds which looked good frequently failed to produce lift, whilst in spite of SW winds at Rieti and NW winds in the TP area and large streets in between, there was little evidence of any working convergence zone or improved convection as a result.

There were more illustrious victims including many of the top ten in the 15 Metre Class with Kees Musters coming back to win at 99km/h. He was followed into 2nd place by Erik Døssing (Denmark), ASW-20, at 96km/h and Simo Kuusisto 3rd at 94.4km/h. Disaster also befell Klaus Holighaus who, after passing through rain, ran low for a thermal source in the Nerina valley. Others, including Gantenbrink, had climbed from there shortly before to make their final glides. Now it was not working and Klaus was down at Scheggin in a tiny field, some 32km short of Rieti and fell from 1st to 7th in the cumulative order.

In the Open Class Frederico Blätter continued his progress with a storming 122km/h to win at 1hr 43min a derated day with 605pts to move into the overall lead. Second was Ingo Renner at 119.2km/h followed by the consistent Ray Lynskey whose long pre Champs familiarisation at Rieti looked like paying off. Australian Tony Tabart, the only Open Class pilot to land out, had his Nimbus 3 checked on the scales today. It was found to be overweight and he suffered an additional 112pt weight penalty.

Simon Leutenegger consolidated his position in the Standard Class with yet another win at 100km/h. Second was Heinz Hämmerle (Austria), LS-4, at 97.7km/h followed by Holgar Back at 96km/h.

Day 4, Thursday, August 1

Tasks: Open 457km ▲, Anvarsa degli Abruzzi 36, Sansepolcro 59. 15M 349.6km ▲ Pescasséroli 40, Assisi 33. Standard 440.8km ▲, Monteroduni 64, Assisi 33.

Championships director, Piero Morelli, began his briefing with a very clear and explicit statement of the procedure to be followed in the event of night landings at Rieti up to 45min after sunset. Twenty cars would be used, ten on each side of the runway facing south, headlights on and hazard warning lights flashing. Rockets would be fired from the ground at Rieti as an additional navigation aid following radio requests from pilots on final glide.

Pilots were also strongly advised to take both cameras with them on going to the telephone after landing out and to ask the Carabinari to guard their gliders. Apparently one pilot had one of his two cameras stolen by a small boy and although both the child and camera were subsequently located the film had been exposed and lost. Fortunately there was a good film in the second camera.

The 15 Metre Class were being sent on a shorter task to compensate for the fatigue arising from the high proportion of field landings on the previous day. Piero then galvanised his audience with a statement that the organisation were considering a cat's cradle task which would be discussed at the next team managers' meeting.

An anticyclone — moving in from the Azores — with an associated edge of high pressure would bring very light winds at low level strengthening between 8000 to 13 000ft to 40kt from the W. Trigger temperature for convection in the Rieti valley was 32°C with some cumulus over the mountains at higher levels. There was a slight possibility of light showers.

Launching started at 1245 into a cloudless and hazy sky — so much so that Terminillo was barely visible from the airfield. In the concentration of gliders waiting to start in that area there was a minor collision between the Discus of Hans Nietlispach and the DG-300 of Franc Peperko. Fortunately both aircraft were virtually undamaged and neither pilot was hurt — both continued to fly the task. Initially the Standard Class, airborne first, appeared to be having a hard time, but there were no relights and by 1430 after an initial delay the whole field was on its way. As the afternoon wore on visibility improved slightly and small cumulus appeared from time to time.

By 1810 about half the 15 Metre Class was back with Doug Jacobs yet again first for the day at 117km/h followed by Werner Meuser (Germany), Ventus, at 116.5km/h and Ake Pettersson (Sweden), LS-6, at 115.9km/h. Martyn Wells, 4th at 115.7km/h — in spite of finding the day to be almost exclusively ridge running and not greatly to his liking — had a low run in and out at the first TP which paid off handsomely. Travelling north again, he found much help from negative indicators — those taking the wrong decisions! Justin Wills was 16th for the day at 102.1km/h and lies in 8th position overall.

In the Standard Class Brigliadori, flying with great consistency and the benefit of long personal experience in the area, produced his first win at 108.1km/h and moved up into 6th place overall. Second at 106.9km/h was Peter Lackner, another consistent performer, and 3rd Markko Kuittinen (Finland), both flying Discus, at 106.4km/h. Andy Davis at 99.7 km/h was 19th for the day.

In the Open Class Frederico Blätter, fastest yet again at 109.5km/h, has still only a slender lead on the overall placings. Second for the day was Bruno Gantenbrink at 107.3km/h followed by Ingo Renner at 106.8km/h.

Ralph Jones, 8th at 102km/h, who was going really well up to the second TP, which he left at some 3000ft above the main Open Class pack as they arrived, lost out badly on the final leg. Returning to a bare sunlit mountain face, which had worked well on the way north and was now marked by a Standard Class gaggle — they departed as he arrived to find — nothing.

There were only four outlandings, Stig Øye, (Denmark), Discus, Standard Class, South near the first TP, M. Horie (Japan), ASW-20 and S. Wujczak (Poland) flying the new Krokus, on the second leg and S. Radic (Chile), Ventus, near the second TP.

Day 5, Friday, August 2

Tasks: Open Class 474.4km ■, Bibbiena 67, Assergi 6, Spoleto 21. 15M 469.9km ■, Borgo San Lorenzo 71, Castelluccio 23, Piediluco 3. Standard Class 312.9km ▲, Passo Viamaggio 63, Gualdo Tadino 39.

A cold front had passed through during the night leaving fresh, clear and unstable air.

Apart from the risk of some cu-nims to the N late in the day, ideal racing conditions could be expected with strong thermals and streeting.

By late morning the high cloud had disappeared eastwards, visibility was improving rapidly and cumulus was beginning to develop. Launching started at 1245 with the 15 Metre Class and by 1515 the last competitor was on his way.

Ralph on the radio, as a great gaggle, including one or two Open Class, swung high under the cumulus over Rieti, "It's like being a dinosaur in an anthill."

Over the final 20min or so of departure, there had in fact been a great deal of gamesmanship with "repetitive silent starts" — hard work for the observers at Villa Britannica.

From 1645 onwards, as they came to Rieti, in rapid succession sweeping down that long last hill from the north under a superb summer sky, it had most certainly been a cracking day — and for most of the Brits just that.

Andy Davis, 1st in the Standard Class at 117.3km/h, was almost 3km/h better than second fastest Raimo Nurminen (Finland), Discus. Third in another Discus was Stig Øye, Standard Class Champion at Hobbs, who has been having it rough so far in the Italian mountains.

Andy found conditions excellent with strong lift and sufficient visual clues from the cloud structure and visibility to put it all together and go to the right places — a day on which he believed those without extensive mountain and local soaring knowledge would not have been disadvantaged.

In the 15 Metre Class Martyn Wells at 124km/h was 2nd to Laurens Goudriaan (invited individual entry), and Justin Wills made 6th place at 120km/h. Milos Dedera (Czechoslovakia), Ventus, 3rd at 122.2km/h also appeared in the listings for the first time. Most of the leading pilots in this Class seemed to have used sea breeze and experienced splendid soaring conditions. Martyn enjoyed higher cruising levels, 5-8kt thermals and mountains which on this occasion were acting much more as thermal triggers. Final gliding on the return route from Gualdo Tadino required more height to get over the mountains than necessary to reach Rieti — something which he had learned on his previous visit.

In the Open Class Bruno Gantenbrink exploited the Adriatic sea breeze to Max effect and turned in a speed of 142.7km/h (in spite of the 650kg AUW limitaion), fastest in the contest to date. Second was Ray Gimmey at 136.8km/h — perhaps his short span wingleted Nimbus 3 is not such a bad idea after all! Ray Lynskey ever consistent was 3rd at 135.3km/h and moved into the lead overall. Frederico Blätter who was last away made a slow time and dropped back to 3rd. For Ralph Jones too it was a disappointing 102.5km/h and 15th for the day.

Day 6, Saturday, August 3

Tasks: Open 750.9km ■, Sepino 68, Castelluccio 23, Pontassieve 69. 15M 575.3km ■, Monteroduni 64, Santo Stefano di Sessanio 18, Sansepolcro 59. Standard 430.3km ▲, Barrea 56, Costacciaro 43.

A day of heroic tasks — even if the cat's cradle has been abandoned. The Open Class were to fly the longest task ever set in Italy and in World Championships, 751km. Even the shortest task, for the Standards, was 430.3km — and in this Class there were to be only two outlandings and to crown it all final glides into Rieti by 16 competitors long after sunset.



Ben Watson, British team manager is photographed with Andy, centre, and Ralph on the right. Justin is in the background.

But to begin at the beginning — a larger high pressure area over the Mediterranean and parts of central Europe was slowly declining. Thermals would be blue up to 7500ft asl over the Rieti valley. Some cumulus might be possible over the Apennines in central Italy. There would be sea air penetration, the extent and timing of which was difficult to forecast.

Launching started earlier, at 1145 with the Open Class and by 1400 all except Andy Davis and fellow Standard Class competitor Jan Andersen (Denmark), DG-300, had left. By 1425 they too had gone.

Andy had everyone worried by reporting low half way down the first leg but shortly afterwards he was back in business and catching up with the gaggle ahead. At 1625 Ben Watson from Terminillo was talking on the radio about large numbers of gliders working northwards and these were also to be seen from the airfield at around mountain top level. By now what small cumulus there had been had almost totally vanished and the wind had freshened from the SW. It had begun to look as though conditions were not as good as forecast and that the Open Class might not even get back.

At 1805 the first Standards began to arrive, with Andy Davis, who had started so much later, already on final glide. Fastest was Holger Back at 106.9km/h followed closely by Magnus Kjällström (Sweden), and Markku Kuittinen (Finland), both flying Discus. Sixteen pilots in the Standard Class including Simon Leutenegger, still retaining his overall lead, and most of the top contenders achieved speeds in excess of 100km/h. Andy Davis with another good performance, 8th for the day at 102km/h, had moved up to 13th overall. With only 370 points separating the first ten places the Standard Class remains wide open.

At 1925, shortly after Laurens Goudriaan the first and fastest 15 Metre finisher had crossed the line to make a speed of 97.5km/h, on the radio:

Martyn: "At 3500ft. I don't want to count my chickens, but I'll be back. Asperas working a treat."

Justin: "What's the wind?"

Gillian: "5kt westerly."

Martyn: "Nice to hear from you Justin."

Justin: "I've been switched off all day — how are you?"

All of which ended with a somewhat mystifying exchange between Martyn and Doug Jacobs on the benefits of pair flying.

Subsequently it emerged that they had come together *en route*. At one moment Doug got rather close and Martyn hearing "sorry" on the radio realised that he was listening in on the British frequency. They then worked together for a time. "Pair flying with knives drawn." On the run in to the last TP at Sansepolcro Doug went quiet and Martyn changed to the US frequency to find him exchanging information with his American 15 Metre colleague.

Jacobs to Martyn: "321 are you listening in?"

On the final leg Martyn picked up a thermal which Doug ignored to ridge run — although the thermal built up well the latter's skill on the ridges was such that they were both together again before very long.

With Martyn at 95.5km/h making 2nd place just ahead of Doug Jacobs and the ever consistent Justin Wills 6th at 94.4km/h, the two British pilots moved up again to 10th and 6th respectively in the overall placings. Jacobs still continued to dominate the 15 Metre Class with a lead of almost 400pts over his nearest rival.

And then the Open Class came home — between Ingo Renner's arrival at 1951, he was fastest for the day at 101.2km/h and that of Renato Mussio (Italy), Nimbus 3, and Ralph Jones at 33min past sunset, there were nine finishers. Second in the Open Class, Ray Lynskey again at 99.4km/h was followed by Bruno Gantenbrink into 3rd place at 97.9km/h.

There were 16 arrivals after sunset and Piero Morelli's night landing system was in great demand and worked well. Astonishingly the last arrival, Alvaro de Orleans-Borbon

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For the past three years, GEC Avionics, Europe's leading producer of electronic systems for aircraft, has been the official sponsor for the United Kingdom National Gliding Championships organised by the Lasham Gliding Society. This year, the Company also supported the British Team in the World Championships at Rieti Airfield in Italy.

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(Spain), ASW-20, landed at 2140. Whilst worrying that dusk and failure of radio communications at Foligino Airport would make a landing there somewhat hazardous, he picked up wave which he said gave him sufficient height for a safe return. On the way he was helped by an estimated 50kt tailwind and arrived overhead with 2600ft to spare — he said that he would have liked a glide slope indicator! A number of other pilots made use of the same wave, amongst them Klaus Holighaus who flew home from Arezzo without circling.

Ralph Jones, who had been down to 1600ft near Perugia about 1½hrs before touchdown, used thermals to climb sufficiently high for his home run. He found navigation straightforward as the mountains were clearly visible although the valleys were in total darkness. He hit some unexpected sink and had to skirt round the last high ground some 11km out but saw Rieti and the airfield lights immediately the rocket went up.

Ralph, Renato Mussio and Alvaro de Orleans-Borbon all lost their speed points for returning after the airfield had closed — as Ralph said later a speed penalty of over 200pts/min after flying 751km and crossing the finish line in the dark!

Michael Giles (Australia) in his ASW-22 was even more unlucky — his request for a second rocket was misunderstood. By the time it did go up a further 15min had elapsed and he was forced to turn back and land at Terni 27km from home.

Day 7, Sunday, August 4

Tasks: Open 357.5 ▲, Castel san Vincenzo 60, Trevi 19. 15M 284.6km ■, Arsoli 2, Cittareale 7, Perugia 35. Standard 308.2km ■, Guarcino 30, Acquasparta 13.

Today was different — the Met forecast was different — and the actual was somewhat different to the forecast. A low moving from the NW into the Mediterranean basin was slowing down but would cause cirrus and cirrostratus. This, together with an isothermal layer at 5500 to 8000ft, would limit thermal activity. By 1600hrs, the time of Max temperature, there would be some cumulus over the peaks and these might degenerate into rain. There could also be some wave.

In the event wave clouds were visible before and throughout launching which began with the Standard Class at 1245.

Leonardo Brigliadori and Martyn Wells both climbed to over 10 000ft. Holger Back went even higher but found cloud obscuring the ground clock. This was a common problem, particularly for the 15 Metre pilots, many of whom had to wait for a photographic slot.

As a result the departures were rather less than orderly, with all Classes going simultaneously and the above cloud starts being particularly difficult to observe from Villa Britannica. Some pilots, including Ray Lynskey, chose to stay below cloud and photograph from around 3300ft to avoid this problem. Others, including Andy Davis who was having trouble connecting, and Ralph Jones, who felt very lonely down below, made their whole flight in thermals.

As the competitors left great areas of lifeless looking cloud began to spread out to the N and SW and the sky looked increasingly forbidding. The gloom increased as first Justin Wills reported "in trouble" and then Martyn Wells "I think I've overcooked it." Then gradually weather and situation seemed to improve and shortly after 1600 Ben Watson from Terminillo was reporting gliders, mostly 15 Metre, working N. Thereafter, for the next hour or so, as the cloud grew and spread over Terminillo — now in deep shadow with more active cumulus to the W — those on the airfield had a groundstand view of the passing northbound traffic.

Then shortly after 1700 the first 15 Metre and Standard Class finishers began to arrive. By 1930, apart from the outlandings, eight Standard, two Open and two 15 Metre, virtually all the finishers were back.

Four seemed to have used wave after the initial climb over base. Some had chosen a more easterly route than those we had seen from Rieti in the late afternoon. Stronger winds had made thermalling difficult but had compensated by providing slope lift where there was a lack of thermals. The large dead areas had been less of a problem than expected. In the Standard Class Magnus Kjällström was 1st at 113.7km/h with Eric Mozer back in the placings 2nd at 112.7km/h and Gilles Navas (France), Pegasus, 3rd at 107.4km/h. Peter Lackner and Simon Leutenegger made slow times — the latter losing his overall lead to Leonardo Brigliadori.



The Polish Brawo — a lightweight and improved version of the Std Jantar. Three flew in the Standard Class.

The Standard Class still remains wide open with 176pts separating the six leading contenders.

In the 15 Metre Class the astonishing Doug Jacobs won yet again at 119.5km/h with Ake Pettersson 2nd at 115km/h and Tony Delore (New Zealand), ASW-20, 3rd at 108.4km/h, to establish an absolutely commanding 600pt lead. Pettersson and Laurens Goudriaan have moved up to 2nd and 3rd overall displacing Simo Kuusisto and Kees Musters. After seven competition days the leading eight or nine pilots below Jacobs, including Justin Wills 8th and Martyn Wells 10th, remain firmly in contention for a place on the winners' podium.

Klaus Holighaus, fastest in the Open Class at 114km/h, has moved up to 5th overall but still remains almost 400pts behind the leaders as a result of his disastrous outlanding on Day 3. Frederico Blätter, 2nd at 110.9km/h, and Ray Lynskey, 3rd at 110.5km/h, continue to maintain the pressure but Ray Gimmey and Ingo Renner are still very much in the running. Bruno Gantenbrink had a bad day and dropped from 2nd to 7th overall. Ralph Jones, 9th for the day, remains in 11th position overall.

Monday, August 5 was an official rest day and Tuesday became a rest day — enforced by the weather.

Day 8, Wednesday, August 7

Task: 15M 381.3km O/R, Pontassieve 69.

Today was different yet again. After the thunderstorms and strong winds of Tuesday and 22.6mm of rain in the previous 24hrs, it dawned cool and fresh with sparkling visibility, rain washed streets in the town and even mud on the airfield! It was to be another heroic day — but for the 15 Metres only as the Open and Standard Classes were both scrubbed on the grid.

At briefing towing out routes were given to avoid damage to the airfield surface in the soft going. There would be a 1000m height limit over the ground clock and a patrolling aircraft to enforce it. First take-off — 15 Metres — at 1330 might be subject to delay with a corresponding adjustment to other timings. If a fall back task was selected pilots would be required to sign an acknowledgement of the change on the grid before take-off.

The weather in northern Italy was more settled but in the Perugia area there was still 6/8 st cu at less than 6200ft and the mountain tops were in cloud. Tasks were being set to the N and it was hoped that conditions would improve.

After two postponements launching started under what might be described as a typical British cold sector summer sky tending towards some over development. With a moderate NW wind the main lift areas at least initially appeared to be related to sun facing wind shadow slopes. As gaggles developed over to the S and SW of Rieti, others started to work round to the NW over Mount Macchialunga for a downwind run to the time clock. There was an area of blue and decaying cumulus over the field and under these difficult starting conditions six or seven competitors, including Justin Wills, returned for a relight. When the startline opened most ran in from a westerly direction and then made off rapidly to the NW where lift over the high ground was well marked by growing cumulus and climbing gaggles.

By 1505 the whole of the 15 Metre Class was on its way, apart from four stragglers and relights.

Meantime a large storm could be seen developing in the Spoleto area to the N and as this arrived over the Rietini range the wind strengthened to 20-25kt. There were adverse reports from weather recce aircraft towards the TPs for the Open and Standard Classes and so their tasks were cancelled.

As the 15 Metres worked their way up the first leg there were some early casualties. Generally those who got past Todi survived to return safely to that same area only to be decimated from there on. There were 24 more outlandings, almost all within the Orte, Orvieto, Terni, Todi rectangle.

Finally at 1835 Doug Jacobs, flying brilliantly yet again, was first and fastest home at 109.3km/h, his final glide looking very marginal. He found the return journey from Todi terrifying with ridge soaring, low altitude scratching and only one weak thermal near lake Piediluco which gave him barely enough height to come home.

At 1838 Martyn Wells was reporting 1000ft short of final glide and then at 1855:

Martyn: "How many finishers."

Mary Wells: "Only Jacobs".

Martyn: If this thermal continues you'll get

another" — and we did — 2nd for the day at 96.5km/h and moving up to 6th overall as a result. Martyn like Jacobs had a most hairy return leg. He regrets leaving the only good thermal still going up at 2kt because the lift was falling off and he wanted to break away from Jacobs. He watched the American hurdle a mountain top with literally nothing to spare and considers that he has nerves of steel.

Ake Pettersson damaged his LS-6 outlanding — but held on to his 2nd place overall and the glider will be serviceable for the next day's flying. Laurens Goudriaan, the closest non finisher 22km short at Terni, continues to retain his 3rd place. Martyn Wells has been turning in an outstandingly good performance and with less than 300pts separating 2nd and 6th places is still very much in the running. Drawing on his previous experience at Rieti and by determined and consistent flying Justin Wills is still holding 8th position overall in this his first World Championships.

Day 9 15M, Day 8 Open and Standard, Thursday, August 8

Tasks: Open 656.9km ■, Castel San Vincenzo 60, Costacciaro 43, Pontassieve 69. 15M 421.8km ▲, Anversa degli Abruzzi 36, Serravalle di Carda 55. Standard 505.1km ■, Castel San Vincenzo 60, Campotosto 17, Cortona 49.

With a briefing which included the words "Go and enjoy the best that Rieti can offer" Day 9 was to make its own unique contribution to the pattern of the Championships. Yet more heroic tasks and launching brought forward to 1230.

An anticyclone developing in the Mediterranean area was moving SE. To the E conditions were still affected by the trough which had passed through previously. To the W the air was more stable. In the S conditions were moist and unstable with the possibility of showers. Winds would be light up to 6500ft and NW at higher levels.

By 1500 the three Classes were on their way under a sky dotted with high level cumulus and at first all seemed well. However the tasks were really too heroic for the weather and by 1807 when Gunnar Karlsson (Sweden), first home of the 15 Metres in his Ventus B, swept across the finish line — he was to be 2nd for the day at 108.4km/h — it was already apparent that there would be many outlandings. Alvara de Orleans-Borbon made the fastest time at 109.1km/h with Justin Wills 3rd at 107.9km/h and Martyn Wells 5th at 104.4km/h. There were seven 15M outlandings and, with a number of the leading pilots making slow speeds, a big shake-up in the order. Jacobs in particular proved to be human after all — 25th for the day — although his overall lead actually increased.

Martyn Wells, speed flying at high levels with conditions very good in places, also encountered large blue gaps which slowed him down — although they were often still working — and found it worse in the N. For all that he had moved up yet again to 4th overall with Kuusisto and Goudriaan in the two places immediately ahead. Justin Wills, who thought it would be good to have a few more days of the same, also improved his position to 6th.

For the Open and Standard Classes tracking round their 657km and 505km parallelograms from Rieti conditions were also proving difficult in the NW.

In the Standard Class only 12 got back, the first home and fastest a Discus flown by Raimo Nurminen (Finland) at 98.3km/h. He was closely followed by Jan Andersen (Denmark), DG-300, 2nd at 98.2km/h. Third was Markko Kuittinen (Finland), Discus, at 90.6km/h — a splendid Scandinavian performance.

With Leonardo Brigliadori leading and Marco Gavazzi 2nd overall, Italy now has a commanding position in the Standard Class. Brigliadori has a 240pt lead over his fellow countryman, however only 215pts separate Gavazzi, Lackner, Leutenegger, Back, Mozer, Opitz and Simenc.



Magnus Kjällström (Sweden), who won Day 7 and 11, flying his Discus.

Andy Davis was amongst the 24 outlandings. After a long low struggle on the final leg he was forced to land S of Perugia, 74km short. Andy was 27th for the day and lies 18th overall.

The Open Class with Blätter first home at 2005, continued arriving well on into the evening. Finally at 2055 on the loudspeaker "20 cars urgently onto the runway" and Klaus Holighaus came out of the gathering darkness to cross the line and touch down some minutes after the obligatory deadline. Like Ralph Jones earlier in the week he lost all speed points plus now in addition a penalty as well.

Later Ralph, having landed out, came home with a cautionary tale. After a fast trouble free flight which took him ahead of the others he ran into increasingly difficult conditions on the third leg. Keeping his own crew in the picture he became aware listening out on other frequencies that those behind him were making a major diversion, direct from the second TP to the SW and approached the third TP from the S. This move was successful and some of those who made it completed the task. What price then radio monitoring and security?

At the end of the day it was Frederico Blätter 1st once again with a speed of 97.8km/h, Ray Lynskey 2nd at 95.9km/h and Ingo Renner 3rd at 95km/h. Overall Lynskey leads with Gimmey 2nd and Blätter 3rd.

On their 15 Metre task the two Japanese pilots dolphin flying their ASW-20s together managed to collide, fortunately with minor damage to both aircraft. Nobuyuki Horie, whose rear fuselage struck the upper surface of Motoharu Oda's starboard wing, landed immediately. Oda went on to complete the task. Both aircraft will be flying tomorrow.

Day 10 15M, Day 9 Open and Standard, Friday, August 9

Tasks: Open 351.8km ▲, Campo di Giove 50, Assisi 33. 15M 394.5km ▲, Rivisondoli 54, Gualdo Tadino 39. Standard 290.4km ■, Pescasséroli 40, Castelluccio 23, Piediluco 3.

This was to be the racing day of the Championships. A combination of shorter tasks, weather better than forecast and Adriatic sea breeze frontal conditions enabled all to fly for speed — there were no outlandings.

Launching began at 1300 and after gaining height in huge gaggles in the blue over Terminillo they were soon on their way. Late starts were made in the 15 Metre Class by Justin Wills and Martyn Wells, Andy Davis was almost last away of the Standards whilst Blätter, Holighaus, Renner and Giles brought up the rear of the Open Class.

The British startline observers moved W of the airfield today, to be up sun of both photographic zones. They had achieved a 100% success rate yesterday on the Standard Class. This time there was 100% identification in the Open, all except two in the 15 Metre and 80% by numbers over the line in the Standard — the latter were using the most distant photographic zone.

During the afternoon at Rieti moist unstable air moved from the west and the sky overhead and into the task area began to fill with cumulus. Further to the east Ann Welch, out on the Gran Sasso, saw a gaggle of some 60 plus Standards and 15 Metres speeding northwards on the second leg.

In no time at all, or so it seemed after the previous day, as cars and crews began to gather along the western boundary of the landing area, the first finisher, Dick Teuling (Holland), Discus, was in and down. And then, in a superb crescendo of the racing task, 16 or more slim shapes together, brilliant white in the sunlight, literally exploding towards us out of the hillside, waterballast streaming — like some star wars scenario — then up and overhead with the soft chirp of venting tanks, speed decaying — ready for landing.

As well for today that Rieti has four grass runways. As well for the organisation that their planning had included three members from the Federation of Italian Timekeepers skilled in skiing, motor racing, swimming, cycling and many other sports. There were 31 finishers in the first five minutes, 60 in the first 20 but these masters of the stopwatch supported by a few gliding experts took it all in their stride.

In the Standard Class Eric Mozer won the day at 113.5km/h with Simon Leutenegger and Andy Davis close behind at 113.1km/h

and 112.9km/h respectively — Andy "I took one turn too many in the last thermal". Leutenegger and Peter Lackner moved up to 2nd and 3rd place in the cumulative placings ahead of Marco Gavazzi and closed the gap slightly on Leonardo Brigliadori who still leads by more than 140pts.

Sea breeze front conditions helped many pilots flying northwards on the second leg. In the 15 Metres Justin Wills reached a height of 9800ft near the Popoli gap shortly after the first TP. However, Ake Pettersson failed to take the best route, made a slow time and dropped from 2nd to 10th overall. Doug Jacobs had a TP identification problem which cost him time — on this of all days with a penalty of some 10pts/min. Perhaps he alone could afford that luxury — he still retains a 700pt lead!

France took 1st and 2nd places for the day in the 15 Metre Class, Gilbert Gerbaud at 116km/h and Francois Hersen at 115.7km/h with Werner Meuser a very close 3rd at 115.5km/h. Martyn Wells 12th and Justin Wills 5th for the day climbed further in the overall ratings to 4th and 5th respectively — ahead of them Simo Kuusisto now in 2nd place and Laurens Goudriaan maintaining his 3rd position.

Heard on the radio today, Ingo Renner climbing after the first TP and telling Tony Tabart that he intends to take the banana route to the east. Later Tabart asks Ingo how it is working and gets the reply that Terminillo is working splendidly. David Innes who believes that he took the worst of all possible routes by going up the middle between the two suggests that the exchange between Tabart and Renner illustrate the difficulties of decision making in this terrain. Probably *via* Terminillo was the better route as the unstable air from the W arrived there first. Certainly it helped Ingo Renner on his way to fastest in the Open Class at 119.9km/h, as he and Frederico Blätter 2nd at 118km/h overtook Ray Gimmey and closed the gap on Lynskey.

Ralph Jones had an experience which probably cost him several places on the day and not a few grey hairs. Approaching the first TP low he saw a flat grass covered plateau and above it a number of small ships going up fast. He arrived and made one circuit — nothing — a second time round and the sheep were frightened! Finally with insufficient height and speed to clear it upwind onto the sunny face he had to fall off the back into a ghastly period of scratching over lifeless wooded slopes and ultimately hill soaring almost on the tiles of a hill village before finally getting away. Ralph survived to come home 13th for the day at 99.8km/h.

Day 11 15M, Day 10 Open and Standard, Saturday, August 10

Tasks: Open 519.2km ■, Campoli Appennino 38, Castelluccio 23, Pieve Santo Stefano 65. 15M 483.3km ▲, Campo di Giove 50, Sansepolcro 59. Standard 436km ▲, Barrea 56, Gubbio 45.

The penultimate day, back to long haul tasks for the last time — they really will be shorter tomorrow — and now with the narrow spread of points (Jacobs apart) the pressure is really on.

Winds would be light SW at all levels with cumulus at 6250ft over the valley from 1300 onwards and up to 7900 to 8500ft over the mountains. Terminillo was not helpful today and climbs for the start were made mostly SSE of the airfield. By mid afternoon most of the sky had gone blue with very small cumulus over the mountains and a thin sheet of cirrus across the whole sky to the NNW was moving S.



The Open Class Champion, Ingo Renner on the podium with Frederico Blätter, 2nd, on the left and Klaus Holighaus, 3rd.

They came home — 53 out of a total of 97 — to a background of loudspeaker announcements from the outlanding office and the clatter of departing trailers. There were only five finishers in the Open and 20 in the 15 Metre — conditions to the N again had not been good.

Amongst the successful finishers Justin Wills, 3rd for the day in the 15 Metre Class at 100.2km/h and now in 4th place overall, had his own moment of truth. After a 14kt climb in the Adriatic sea breeze which enabled him to catch up with the gaggle ahead he ridge ran for almost 200km — down and down with the falling contours towards the second TP to the slopes of Mount Nerone which failed to work. Then the drama! — no alternative but a wooded valley — into wind — sloping up to a col — over the top and into lift with the trees thrashing below and feet to spare. Behind as he climbed the others who had been with him — and mostly below — screwing frantically through ravines and crevasses — and how they got through he would never know.

For some, including Martyn Wells, it was the beginning of the end. As Justin got his climb and crept away to get home slowly under the developing cirrus, they survived marginally to round the TP and struggle back to Spoleto where they fell, literally in droves, 21 of them with three Standard Class, all on one small landing strip.

For Martyn, =21st for the day with 20 others, it had brought to a halt a really splendid performance, which had taken him to 4th place overall and from which he would now fall back to 8th.

In the 15 Metre Class, Gunnar Karlsson (Sweden), Ventus, was 1st at 101.1km/h with Terry Delore (New Zealand), ASW-20, 2nd at 100.6km/h. Jacobs, Kuusisto and Goudriaan in that order still retain the leading overall positions.

In the Standard Class, however, slightly earlier and further ahead of the cirrus, the majority got back. One of those who did not, Andy Davis, found conditions good and reckoned that he had got ahead of the main pack. Going for speed he was prepared to look for lift well below the mountain tops, when suddenly approaching Spoleto from the N on the final leg he found that the wind had gone into the NE and he was in the wrong place and too low to recover. Andy 33rd for the day and lies 23rd overall.

First in the Standard Class was Jan Andersen at 107.4km/h followed by Simon Leutenegger 2nd at 104.5km/h and still in 2nd place overall. Magnus Kjällström, who has been improving his overall position steadily, was 3rd at 104.3km/h. Leonardo Brigliadori still retains the overall lead with Peter Lackner, one of the Championships' most consistent performers, maintaining his hold on 2nd place.

Ray Gimmey first home — and by far the fastest in the Open Class — looked as though he ought to have gone into the lead. Sadly he had marked the wrong second TP on his map and flown a task which was some 80km shorter than the others. Marked back to the first TP, he fell from 4th to 7th overall — what a cruel blow, after flying such a good contest in his clipped wing Nimbus 3.



Doug Jacobs, 15 Metre Champion, with Simo Kuusisto, 2nd, on the left and Laurens Goudriaan, 3rd.

The real winner for the day, and now 2nd overall, was Ingo Renner at 98.3km/h with Klaus Holighaus, beginning to reassert himself and moving up the order, second at 95.6km/h. Ray Lynskey still retaining his Open Class lead for the fifth successive day was 3rd at 94.7km/h. Ralph Jones, 9th for the day after landing out 44km short, continues in 12th position overall.

Heard on the radio today:

Seaborn to Jacobs: "I've got a goddam snake in the cockpit."

Jacobs: "You must fly higher and it will get cold and sleep."

Seaborn again later: "It's moving towards

my body — are there poisonous snakes in Italy?"

Jacobs: "Do you really want to know?"

Seaborn then landed out — so shaken was he that he didn't ring the outlanding office until 2300 by which time everyone in the know at Rieti had visions of the worst!

Day 12 15M, Day 11 Open and Standard, Sunday, August 11

Tasks: Open 392.2km ■, Fiuggi 28, Campo di Giove 50, Bettona 29. 15M 341.9km ▲, Castelluccio 23, Pieve Santa Stefano 65. Standard 276.7km ▲, Anversa degli Abruzzi 36, Trevi 19.

An anticyclonic day — winds light and variable at lower levels, light westerly above 10 000ft. Blue thermals early with very limited and shallow cumulus over the mountains.

As they came home to Rieti for the last time there was only one outlanding in each Class — but two of these vitally affected leading pilots.

In the Standard Class Magnus Kjällström, improving his overall position yet again, was 1st at 112.2km/h with Michel Fache (France), Pegasus, 2nd at 111km/h and the veteran Hans Nietlispach — who has been having a good contest — 3rd at 109.6km/h.

In a close field with 27 finishers exceeding 100km/h, Brigliadori 16th at 105.2km/h maintained his lead to become Standard Class Champion. Runner up was Peter Lackner and 3rd Eric Mozer. Simon Leutenegger, lying 2nd with a brilliantly consistent performance over the proceeding 11 contest days, had virtually completed the task — on final glide called "Tango 5 *in arrivo*" — and then nothing. About 1km short of the airfield he had hit an obstruction which broke off part of his wing and forced him to land immediately with further damage to his aircraft. As a result he earned no speed points and fell from 2nd to 12th in the final order. Andy Davis 8th at 108.4km/h was 20th overall.

Gilbert Gerbaud was first home in the 15 Metre Class at 107.2km/h followed by Ake Pettersson at 105.6km/h and Henry Stouffs (Belgium), both flying LS-6s. Doug Jacobs, 18th for the day, retained his massive overall lead to become 15 Metre Class Champion with Simo Kuusisto and Laurens Goudriaan keeping their 2nd and 3rd overall places. Martyn Wells, 9th at 101.4km/h retained his overall 8th position to become the highest placed British pilot in the Championships.



Leonardo Brigliadori, the Standard Class Champion, with Peter Lackner, 2nd, on the left and Eric Mozer, 3rd.

Justin Wills, who had been flying so consistently, and was the remaining British hope for a place on the podium, sadly made the slowest time for the day and dropped from 4th to 11th place as a result.

In the Open Class was the greatest upset of all. Ray Lynskey, leading with an impeccable contest record, was mountain flying in company with and slightly below Bruno Gantenbrink. It seems that he had insufficient height and speed to clear a col as the ground rose to meet him. Miraculously his Nimbus 3 was virtually undamaged and was flying again two days later. But it took a helicopter to get him out and to put a guard on overnight and a four wheel drive military vehicle towing a farmcart to rescue the derigged Nimbus.

Ray's strange outlanding had cost him the Championship and dropped him to 5th overall. In the word of Smilian Cibic "he left a virtually certain Championships title on a rim of a crater. . ."

Klaus Holighaus, fastest for the day at 118km/h, moved up to 3rd in the final placings whilst Ingo Renner, 2nd at 115km/h clinched the Open Class title for the second time in succession. Bruno Gantenbrink, 3rd at 114.1km/h, improved his position to 4th overall. Frederico Blätter came home to a well earned 2nd place in the final reckoning. Ralph Jones, 16th today at 89.2km/h, remained in overall 12th position.

STATISTICS

Countries competing — 26

Gliders in each Class

Open — 17, Nimbus 3 (13), ASW-22 (1), Nimbus 2B (1), Jantar 2B (2)

15 Metre — 47, Ventus (17), ASW-20 (15), LS-6 (12), DG-300 (1), Krokus (1), Mini Nimbus (1)

Standard — 38, Discus (14), LS-4 (9), DG-300 (8), Pegasus (4), Brawo (3)

Distances set (km)	Outlandings
Open 5175	47
15 Metre 4828	144
Standard 3980	50

Kilometres flown 418 572

Hours flown 5564

Farewell Rieti

In turn they have stood briefly before us — the three leaders in each Class — the Champions of 1985 — to receive their awards and acclamation, to be photographed and depart. Only the empty podium and the flag poles remain.

And so it has ended — the first mountain soaring World Championships for 37yrs — providing an experience totally new to many of its participants and a challenge which all took in their stride.

Flying for speed in the mountains under Championship pressures, particularly in the often weak and difficult conditions experienced, must have imposed enormous demands on skill and stamina, on reserves of physical and moral courage. That these qualities were never in short supply at Rieti can be seen from the standards of performance attained in a contest which by any account must be judged an outstanding success.

We shall remember Spaghetti Soaring '85 with warmth and affection — and particularly our friends and those stalwarts who made it all possible — Smilian, Piero, Plinio and Joe, Carlo, Margherita, Laura and there were many others too numerous to mention. To them and to all who made up that international community at Rieti during the high summer of 1985 — as the red, white and green colours of Italy fade once more against the mountains and the sky — an airman's salute to airmen.

FINAL RESULTS

OPEN CLASS

Pilot			Sailplane	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10	Day 11	Total
1	TT	Renner, I.	Nimbus 3	856	979	580	954	881	1000	747	975	1000	1000	955	9927
2	IK	Blatter, F.	Nimbus 3	1000	947	605	1000	548	954	956	1000	973	717	804	9504
3	XX	Holighaus, K.	Nimbus 3	990	1000	173	866	881	956	1000	597	780	985	1000	9228
4	YY	Gantenbrink, B.	Nimbus 3	815	931	543	963	1000	968	370	963	781	941	942	9217
5	73	Lynskey, R.	Nimbus 3	966	994	576	884	909	983	950	983	884	980	42	9151
6	GB	Bourgard, P.	Nimbus 3	986	917	551	679	824	931	910	942	971	523	780	9014
7	7V	Gimmey, R.	Nimbus 3	868	910	564	950	927	939	915	967	688	346	874	8948
8	YZ	Dugerdil, Y.	Nimbus 3	582	950	538	787	832	923	830	420	855	693	745	8155
9	RH	Giles, M.	ASW 22	582	988	478	928	248	581	865	576	918	931	908	8003
10	VW	Kurstjens, G.	Nimbus 3	487	891	481	838	795	921	260	955	831	722	802	7983
11	ZT	Mussio R.	Nimbus 3	309	317	469	880	880	603	864	914	754	722	711	7423
12	82	Jones R.	Nimbus 3	244	980	531	872	503	603	822	410	686	715	569	6935
13	AY	Matousek, F	Nimbus 2B	619	269	440	713	617	490	761	410	392	693	653	6057
14	77	Innes, D.	Nimbus 3	294	959	491	593	438	535	176	569	604	661	641	5961
15	IV	Papp, S.	Jantar 2B	286	358	418	582	563	490	668	552	611	693	590	5811
16	3B	Tabart, A.	Nimbus 3	294	762	93	486	637	431	545	395	771	633	743	5790
17	IT	Halasi, G.	Jantar 2B	286	270	418	518	566	490	672	552	610	693	595	5670

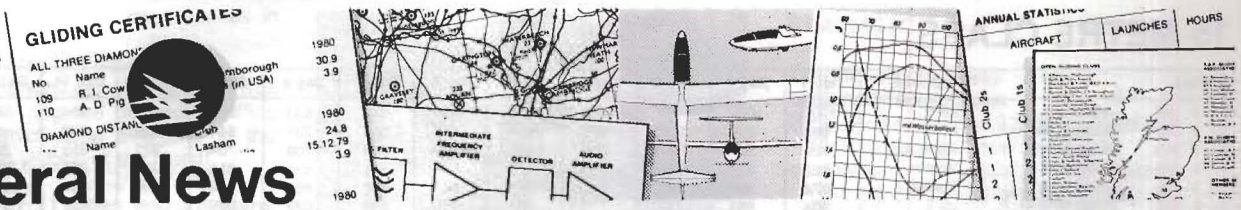
15 METRE CLASS

	Pilot		Sailplane	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10	Day 11	Day 12	Total
1	1M	Jacobs, D.	LS 6	1000	1000	840	1000	893	969	940	833	763	847	954	863	10 902
2	TU	Kuusisto, S.	LS 6	960	824	926	876	906	847	567	701	844	938	939	909	10 237
3	KG	Goudriaan, L.	ASW 20BL	726	957	887	686	1000	1000	696	708	704	922	955	874	10 115
4	M5	Musters, K.	Ventus	867	905	956	770	876	884	561	635	815	921	961	923	10 074
5	B5	Dunbar, G.	Ventus A	874	898	546	900	951	863	688	663	884	949	961	669	9846
6	O6	Haggenmüller, R.	LS 6	904	864	741	773	831	853	640	622	959	938	958	742	9825
7	YB	Pettersson, A.	LS 6	939	871	504	983	919	966	865	656	384	780	973	974	9814
8	321	Wells, M.	LS 6	392	878	729	981	977	973	670	809	940	914	607	902	9772
9	IO	Karlsson, G.	Ventus	900	642	417	715	942	896	667	701	996	946	1000	914	9736
10	AJ	de Orleans-Borbon	ASW 20C	735	802	905	708	873	517	748	771	1000	957	793	882	9691
11	1	Wills, J.	LS 6	932	852	707	783	926	961	522	581	988	968	992	334	9546
12	UZ	Delore, T.	ASW 20CL	245	898	559	848	709	914	817	680	868	837	995	890	9260
13	RC	Hersen, F.	Ventus A	890	961	520	719	516	875	411	698	811	995	964	863	9223
14	7F	Dedera, M.	Ventus B	690	790	507	756	953	792	547	632	784	848	964	887	9150
15	VS	Ghiorzo, S.	LS 6	814	798	669	737	853	863	183	667	911	937	805	883	9120
16	AS	Schubert, A.	Ventus B	770	720	748	802	782	949	614	580	821	970	607	697	9060
17	MM	Buchanan, J.	Ventus B	921	891	895	648	860	836	760	76	813	839	607	873	9019
18	VM	Meuser, W.	Ventus	953	946	543	993	463	843	183	759	819	991	607	905	9005
19	CD	Anderson, G.	Ventus B	824	833	296	821	886	851	655	680	841	841	607	836	8971
20	BH	Kristiansen, S.	LS 6	880	913	507	845	737	839	729	637	168	866	958	798	8877
21	C3	Moreira, A.	ASW 20F	867	572	335	830	791	760	692	705	705	864	607	827	8555
22	MC	Widmer, J.	ASW 20C	883	943	304	952	535	829	503	608	699	934	607	684	8481
23	ML	Paré, D.	Ventus B	754	813	669	788	868	863	563	109	679	848	607	845	8406
24	AU	Asikainen, M.	ASW 20	697	855	908	685	891	446	549	610	702	731	515	778	8367
25	72	Gerbaud, G.	Ventus B	835	973	508	724	367	962	406	108	846	1000	607	1000	8336
26	BB	Bulukin, B.	LS 6	737	104	842	843	570	782	710	637	753	858	861	610	8307
27	ZV	Stepanek, J.	Ventus B	414	826	841	675	713	485	595	602	598	801	853	798	8201
28	VE	Pankka, A.	LS 6	933	883	507	619	914	415	655	75	770	902	607	782	8062
29	Y	Galetto, G.	ASW 20	806	368	908	705	800	437	183	648	884	768	607	882	7996
30	BJ	Kuijper, B.	Mini Nimbus	788	826	834	669	862	482	429	680	303	559	607	920	7959
31	LN	Dossing, E.	ASW 20	848	944	938	530	814	446	688	67	740	507	607	638	7767
32	RZ	Drake, B. L.	ASW 20CL	353	820	507	687	776	831	615	0	795	865	607	750	7606
33	A8	Seaborn, J.	Ventus B	955	864	222	726	861	361	115	637	382	906	607	847	7483
34	78	Stouffs, H.	LS 6	838	857	531	0	594	850	138	69	938	675	988	926	7404
35	MX	Wienberg, I.	Ventus B	656	600	447	833	282	878	656	0	610	745	912	576	7195
36	HK	Ronnestad, E.	LS 6	792	915	911	549	648	0	0	87	783	760	607	871	6923
37	LL	Thousen, J.	ASW 20FP	409	227	671	625	724	428	479	761	384	722	569	533	6532
38	W1	Horie, N.	ASW 20	735	823	543	267	784	767	587	87	42	499	604	787	6525
39	JC	Wujczak, S.	Krokus	770	332	527	131	792	368	540	665	382	527	607	190	5831
40	CC	Sander, G.	Ventus BT	690	260	296	723	700	335	576	103	280	514	607	618	5702
41	NS	Catolin, M.	DG 300	392	321	507	650	282	446	660	0	621	519	762	452	5612
42	FN	Frank, R.	ASW 20C	683	851	296	0	274	398	235	47	812	833	607	501	5537
43	J1	Oda, M.	ASW 20	414	224	569	0	251	833	163	784	168	522	607	0	4535
44	C1	Urbina, R.	ASW 20	268	677	296	409	282	239	411	97	0	0	0	0	2679
45	ES	Martinez-Moneo	ASW 20C	227	0	0	0	274	64	0	0	168	522	515	0	1770

STANDARD CLASS

	Pilot		Sailplane	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10	Day 11	Total
1	LB	Brigliadori, L.	Discus	947	875	661	1000	829	950	864	891	878	939	872	9706
2	48	Lackner, P.	Discus	997	978	743	981	708	947	722	694	951	920	869	9510
3	RB	Mozer, E.	Discus A	973	984	659	853	699	796	986	643	1000	891	913	9397
4	71	Back, H.	LS 4	700	980	753	961	691	1000	891	695	939	946	833	9389
5	RO	Opita, H.	Discus	1000	973	643	873	849	685	873	692	909	917	926	9340
6	BG	Kjällström, M.	Discus B	719	923	560	871	711	999	1000	653	955	957	983	9331
7	IX	Gavazzi, M.	Discus	938	852	553	957	826	900	833	918	915	825	786	9303
8	A9	Simenc, I.	DG 300	942	941	653	908	860	859	833	566	854	915	839	9170
9	30	Kuittinen, M.	Discus	953	907	557	972	645	995	487	951	863	944	871	9145
10	E1	Navas, G.	Pegase BC	840	908	653	671	714	888	908	892	713	886	931	9004
11	AX	Nietlispach, H.	Discus	942	974	738	967	627	907	749	529	714	909	942	8998
12	T5	Leutenegger, S.	Discus	984	1000	806	965	693	945	702	664	993	960	265	8977
13	SB	Selen, B.	DG 300	711	898	636	814	850	807	805	685	862	914	839	8821
14	S3	Ottosson, C. O.	LS 4	922	918	198	971	663	945	805	653	979	917	815	8782
15	E9	Fache, M.	Pegase BC	825	720	660	651	722	886	682	888	901	877	965	8777
16	E5	Lopitaux, C.	Pegase BC	798	722	686	871	736	905	594	934	931	700	878	8755
17	BL	Blumer, E.	LS 4	979	912	747	962	644	879	703	323	757	947	881	8734
18	ZL	Hämmerle, H.	LS 4	833	741	776	881	740	914	706	643	845	860	641	8580
19	87	Bradley, R.	Discus	772	878	552	880	309	824	755	854	830	945	819	8418
20	80	Davis, A.	Discus	710	984	314	863	1000	921	689	640	990	376	923	8410
21	DT	Teuling, D.	Discus	897	845	668	782	462	804	635	654	867	894	881	8389
22	UB	Nurminen, R.	Discus B	920	211	383	810	955	768	685	1000	872	888	858	8350
23	X9	Oye, S.	Discus B	831	599	500	118	889	839	851	909	889	875	941	8241
24	QK	Cubley, T.	DG 300	751	877	707	783	616	871	822	896	819	380	705	8227
25	T6	Andersen, J.	DG 300	846	762	218	706	760	678	780	999	509	1000	917	8175
26	BZ	Zientek, S.	Brawo	911	703	556	699	699	712	592	847	691	825	885	8120
27	SG	Stoegaer, G.	LS 4	861	343	675	932	732	830	649	712	746	866	738	8084
28	BI	Kepka, F.	Brawo	899	653	653	641	708	694	545	693	683	829	870	7868
29	C5	Soares, R.	LS 4	931	344	421	774	626	659	712	469	822	881	761	7400
30	E3	Peperko, F.	DG 300	937	945	131	948	732	899	333	503	637	380	840	7285
31	E10	Bradney, M.	Pegase BC	866	875	615	732	340	766	249	650	763	857	505	7218
32	OZ	Lyons, P.	DG 300	616	802	606	773	624	811	682	692	780	380	264	7030
33	Z	Stouffs, P.	LS 4	769	843	704	634	199	918	263	540	568	376	789	6603
34	CP	Starovic, V.	DG 300	529	855	633	901	704	252	333	553	732	373	560	6425
35	C7	Guraly, B.	LS 4	791	216	93	842	627	723	497	536	793	361	933	6412
36	IS	Maffini, S.	DG 300	168	172	286	513	755	665	483	536	602	404	886	5470
37	BA	Centka, J.	Brawo	893	341	639	637	603	76	0	0	0	0	0	3189

BGA and General News



COLOUR POSTER

Make sure of getting your December-January issue of S&G as we are printing a colour photograph by Sandor Aldott across the centre pages.

NATIONAL LADDER

Open Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. F. J. Sheppard	Booker	8467	4
2. R. Pentecost	Cotswold	7163	4
3. E. Specht	Coventry	6894	4
4. M. Guard	Coventry	6878	4
5. G. Metcalfe	Surrey & Hants	6705	3
6. K. Lloyd	Cotswold	6605	4

Club Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. Annabel Lucas	Surrey & Hants	5301	4
2. J. Walker	Coventry	4375	4
3. R. Goodman	Coventry	3757	3
4. J. Ellis	Coventry	2484	3
5. C. G. Starkey	Surrey & Hants	2473	1
6. R. Davidson	Coventry	2269	3

CFI TO THE RESCUE



Well, you may say. We all like to see pictures of a good-looking fireman who has just collected his MBE from the Queen at Buckingham Palace but what's it doing in S&G?

The answer is that recipient, Fred Bishop, is the CFI of East Sussex GC. Fred, 43, was involved in rescue work following the bombing of the Grand Hotel in Brighton and will be remembered for his dramatic rescue of Norman Tebbit who shouted at him "Get off my bloody foot, Fred" as the rubble virtually covering him was removed.

Well done, Fred. The sport is proud of you.

Caption to the Press Association photograph by Colin Simpson.

Correction: We regret that there was a misprint in the last line of the second paragraph of Franz Xaver Wortmann's obituary in the last issue, p182. It should have read "to the practical requirements of the pilot," not "political requirements of the pilot."

FROM THE SECRETARY's DESK

Barry Rolfe, BGA administrator



The Executive Committee spent considerable time at their June and July meetings in reviewing our present finances and looking ahead to likely capital commitments in the future. It was decided that several of our current charges would have to be increased with effect from October 1, 1985 as follows:

Gliding certificate with A endorsement — £5; B endorsement — £3.50; Bronze endorsement — £4; FAI Silver, Gold and Diamond leg endorsement — £4; certificates of airworthiness (issue or renewal) — £22.50; inspector's fee — £15; instructor's annual renewal fee — £5.

The levels of fees set out above include a newly introduced fee for the renewal of an instructor rating. The other fees contain a greater than inflationary increase over the previous fees.

The increases reflect the Executive's wish for an improved recovery of the Association's costs and for a move away from the break-even budgets of recent years. The major part of the instructors' fees will be absorbed by the cost of the recently introduced "long stop" insurance.

In future the Association will budget for a surplus to strengthen its reserves and so enable it better to absorb the proverbial "rainy days".

I hope that 1986 will not bring so many rainy days as we have experienced this year but we can at least offer you a magnificent gliding calendar on which to mark them next year! Please refer to the full page advertisement in this issue for information about the 1986 SSA calendar for which we are the sole European agents. Don't miss this great example of soaring photographic art at its very best with a practical calendar attached for £6.95 a copy by post from the BGA shop.

The lucky winners of the World Championships lottery in aid of British Team funds were drawn out of the hat at Booker during the 15 Metre Nationals in July. First prize winners of a skiing holiday in the Alps are Ian and Margaret Easson of Aberdeenshire with ticket No. 35182. 2nd prize (No. 13124) D. Sarney, 3rd prize (No. 36018) Mike Pope, 4th prize (No. 001150) Roz Jolliffee, 5th prize (No. 31880) A. M. Palmer and 6th prize (No. 04144) E. Hampson will all have been confirmed by Ben Watson after his return from the Championships at Rieti. Our thanks are extended to everybody who supported the team funds in this way by purchasing tickets.

A new medical form for glider pilots was adopted by the Executive Committee recently following some amendments and improvements to the old form suggested by the London GC. Hopefully this will make the form easier to understand by general practitioners if a member cannot comply with the declaration of physical fitness and has to obtain a doctor's signature before flying. All clubs should have a supply of the new forms and more can be obtained on request from the office in Leicester.

DOC SLATER

Doc has made an excellent recovery, is playing the piano again and living comfortably in the Plover Ward, Saffron Walden Hospital, Radwinter Road, Saffron Walden, Essex. If any of his friends are ever in the neighbourhood, visiting hours are from 2-4 and 6-8.

SPIN-IN FATALITY

George Routhorn, the pilot of an Olympia 463, was killed when the glider spun in immediately after an autotow launch at Lasham on June 30. Inspection of the wreckage did not reveal anything wrong with the control connections and the DI had been carried out with a positive check of controls (control surfaces held against stick movements).

There was no contributory medical factor and the pilot had recently been checked for spin and recovery but the flight was only his fourth on type.

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

IMPORTATION OF "USED" TUGS

Before buying second-hand tugs from any source, you are well advised to check with CAA (Airworthiness Division) that the aircraft

type in every respect (propeller, powerplant, exhaust system etc) is in no way modified from standard and is of a type already certified in the UK.

Whereas "quiet" props and exhaust systems are desirable, they may create prolonged and expensive airworthiness "aggro". I have made strong recommendations to CAA for the acceptance of export certificates of airworthiness from European countries for both standard and sensible modified types.

R. B. Stratton,
BGA chief technical officer

NEW GLIDING MAGAZINE

Anyone who starts a gliding magazine relying entirely on advertisement revenue deserves a medal for bravery. So full marks to the RAFGSA, and editor, Tony Duignan, for the July '85 Issue number 1 of *Spiral* — published free to GSA members.

In his foreword, Don Spottiswood says the journal aims to improve channels of communication in the Association and at the same time appeal to a wider readership so it can attract the ads. Difficult to get it right for gliding types and non-aficianados at the same time, I reckon, but let's hope they succeed.

Vol. 1 Issue 1 is 16 pages, A4 size, designed and printed nicely in two colours. The Club News section has room to get some character in the writing — which S&G does not — and understandably most of the words in the magazine are angled at Airforce readers. The best written piece is "On a Wing and a Prayer", but why does the author remain anonymous? If the Ed can attract this quality of writing, more pictures and a lively readers' letters column, he will have a firm base from which to go after the revenue he needs.

Roger Barrett

CORNISH GLIDING CLUB

We regret that the Cornish GC club news report in the last issue, p189, wasn't sent in by a club member and gave a totally wrong impression.

Their chairman, John Trenchard, assures us that they are thriving. The reference to Nigel Davey taking so long to go solo was particularly offensive. He is a first class, active member who went solo at 120 launches which, John says, is not excessive for this kind of site. Incidentally his son went solo on the same day shortly after his 16th birthday.

We print these contributions, often sent in without a covering letter as was the case this time, in good faith and are sorry Cornish GC have been singled out for this spiteful treatment.

GLIDING CERTIFICATES

Congratulations to 19 year-old Booker pilot Mike Young who flew a 500km triangle on May 28 to become the youngest ever British pilot to complete all three Diamonds, putting him ahead of his parents Margaret and John, who each have a Gold badge with one and two Diamonds respectively.

On the same day 21 year-old Paul Brice of Booker dispensed with 300km and completed Gold distance, Diamond goal and 500km Diamond distance in one swoop. In similar vein, on June 15 Ronald Stephenson of Southdown GC flew Gold distance and Diamond goal in the course of his 5hrs duration to complete Silver (No. 7004) and Gold (No. 1085) simultaneously; whilst on July 7 David Stewart took off from Bicester with just a Silver badge plus Gold and Diamond heights to land 506km later with a full Gold (No. 1093) and all three Diamonds (No. 190).

During the period that John Norman was airborne on a 500km to complete all three Diamonds, his wife Lyn nipped round 300km to complete her Gold badge (No. 1090) and Diamond goal in time to welcome him back.

Glass-fibre doesn't hold a monopoly on badge flights; Michael Kitson, aged 64, of the East Sussex GC flew all three Silver legs in one flight in the unique Olympia 401, and on a day when numerous Diamonds were achieved Colin Masters of Bannerdown GC proudly completed Diamond goal in a Skylark 2.

Gordon Camp, *FAI certificates officer*

ALL THREE DIAMONDS

No.	Name	Club	1985
177	S. Hymers	Bicester	28.5
178	J. R. Edyvean	Four Counties	28.5
179	I. J. Metcalfe	Bristol & Glos	28.5
180	M. J. Young	Booker	28.5
181	K. R. Buckner	Bicester	28.5
182	T. A. Joint	Bicester	29.5
183	S. G. Olender	Clevelands	29.5
184	E. Hamill	London	29.5
185	B. Elliott	Two Rivers	15.6
186	B. C. Morris	Booker	29.5
187	J. D. Norman	Bicester	2.7
188	G. G. Buckner	Bicester	7.7
189	P. J. Stratten	Two Rivers	7.7
190	D. R. Stewart	Clevelands	7.7
191	N. V. Parry	Cotswold	7.7
192	P. G. Cook	Wyvern	7.7
193	P. B. Gray	Derby & Lancs	7.7
194	E. R. Smith	Wyvern	7.7
195	A. H. Mather	Booker	28.5
196	A. J. Manwaring	Essex	7.7
197	B. A. Bateson	Southdown	7.7

DIAMOND DISTANCE

No.	Name	Club	1985
1/259	S. Hymers	Bicester	28.5
1/260	J. R. Edyvean	Four Counties	28.5
1/261	I. J. Metcalfe	Bristol & Glos	28.5
1/262	M. J. Young	Booker	28.5
1/263	D. J. T. Nunn	Lasham	28.5
1/264	K. R. Buckner	Bicester	28.5
1/265	T. A. Joint	Bicester	29.5
1/266	S. G. Olender	Clevelands	29.5
1/267	K. H Lloyd	Cotswold	28.5
1/268	P. F. Brice	Booker	28.5
1/269	J. W. Evans	Cambridge Univ	28.5
1/270	E. Hamill	London	29.5
1/271	B. Elliott	Two Rivers	15.6
1/272	B. C. Morris	Booker	29.5
1/273	D. B. Powell	Lasham	29.5
1/274	I. R. Cook	Lasham	28.5
1/275	S. M. Brownlow	Bicester	2.7
1/276	J. D. Norman	Bicester	2.7
1/277	D. J. Langrick	Coventry	2.7
1/278	Annabel Lucas	Surrey & Hants	28.5
1/279	M. Sandy	Bicester	7.7
1/280	G. G. Buckner	Bicester	7.7
1/281	T. Stuart	London	28.5
1/282	J. D. Bally	Black Mountains	2.7
1/283	R. Cousins	Kent	7.7
1/284	E. Specht	Coventry	7.7
1/285	P. J. Stratten	Two Rivers	7.7
1/286	P. C. Piggott	Coventry	7.7
1/287	D. R. Stewart	Clevelands	7.7
1/288	N. V. Parry	Cotswold	7.7
1/289	P. G. Cook	Wyvern	7.7
1/290	P. B. Gray	Derby & Lancs	7.7
1/291	E. R. Smith	Wyvern	7.7
1/292	A. H. Mather	Booker	28.5
1/293	P. M. O'Donald	Cambridge Univ	2.7
1/294	I. Ashdown	Southdown	6.7
1/295	J. Jesty	Coventry	7.7
1/296	A. J. Manwaring	Essex	7.7
1/297	B. A. Bateson	Southdown	7.7

DIAMOND GOAL

No.	Name	Club	1985
2/1375	C. J. Mayhew	Lasham (in France)	16.7.84
2/1376	M. J. Seseman	Kent (in Australia)	4.2
2/1377	P. N. Atkin	Southdown	2.5
2/1378	R. D. Carswell	in USA	19.2
2/1379	J. E. Gilbert	Lasham	28.5
2/1380	J. P. Ashcroft	Wyvern	28.5
2/1381	J. Gardiner	Bath & Wilts	28.5
2/1382	J. Osment	Booker	28.5
2/1383	P. F. Brice	Booker	28.5
2/1384	Heather Bateson	Southdown	28.5
2/1385	L. S. Thorne	Avon Soaring	28.5
2/1386	A. W. Cox	Enstone Eagles	29.5
2/1387	R. W. Smith	Kent	29.5
2/1388	R. W. Hawkins	Southdown	29.5
2/1389	G. O. Wynne	Surrey & Hants	29.5
2/1390	R. C. Martin	Surrey & Hants	29.5
2/1391	D. M. Smith	Derby & Lancs	29.5
2/1392	A. D. Tribe	Eagle (in Austria)	26.5
2/1393	Virginia Woods	Lasham	28.5
2/1394	F. R. Stevens	Coventry	28.5
2/1395	C. B. Roddick	Bristol & Glos	28.5
2/1396	M. J. Wells	RAE Farnborough	28.5
2/1397	J. Sentance	Newark & Notts	28.5
2/1398	P. R. Kevern	Cotswold	28.5
2/1399	R. Turrell	Cotswold	28.5
2/1400	P. G. Myers	Blackpool & Fylde	30.5
2/1401	A. P. Stacey	Pegasus	1.6
2/1402	A. C. Garside	Kent	15.6
2/1403	C. L. Barnfather	Bicester	16.6
2/1404	J. P. McNamee	Cambridge Univ	28.5
2/1405	R. S. Hawley	Herefordshire	28.5
2/1406	J. C. Kingerlee	Enstone Eagles	29.5
2/1407	R. W. Stephenson	Southdown	15.6
2/1408	J. P. Walker	Coventry	29.5
2/1409	I. C. Champness	Lasham	15.6
2/1410	A. M. B. Smart	Kestrel	15.6
2/1411	J. Armstrong	Two Rivers	4.6
2/1412	Lynn Norman	Bicester	2.7
2/1413	D. C. Findlay	Bannerdown	28.5
2/1414	J. R. Reed	London	15.6
2/1415	R. W. Spiller	Bicester	2.7
2/1416	R. Lemin	Bristol & Glos	6.7
2/1417	P. J. Stonebanks	Bicester	7.7
2/1418	D. E. McAlvin	Bicester	7.7
2/1419	R. B. Coote	Southdown	7.7
2/1420	Margaret Buchanan	Southdown	7.7
2/1421	Gillian Dalgleish	Booker	7.7
2/1422	Susan Dall	Lasham	7.7
2/1423	R. D. Payne	Bath & Wilts	7.7
2/1424	J. B. Dobson	Clevelands	7.7
2/1425	L. C. Bradley	Bristol & Glos	7.7
2/1426	C. G. Putt	Oxford	7.7
2/1427	D. R. Stewart	Clevelands	7.7
2/1428	R. Goodman	Coventry	28.5
2/1429	Anne Crowden	Booker	7.7
2/1430	M. R. Fountain	Booker	7.7
2/1431	A. D. Langlands	Enstone Eagles	7.7

DIAMOND HEIGHT

No.	Name	Club	1985
3/696	B. A. Bateson	Southdown (in France)	20.6
3/697	D. R. Stewart	Phoenix (in Austria)	20.10.84

GOLD BADGE

No.	Name	Club	1985
1075	J. E. Gilbert	Lasham	28.5
1076	J. Osment	Booker	28.5
1077	R. W. Smith	Kent	29.5
1078	D. M. Smith	Derby & Lancs	29.5
1079	C. B. Roddick	Bristol & Glos	28.5
1080	P. G. Myers	Blackpool & Fylde	30.5
1081	A. P. Stacey	Pegasus	1.6
1082	T. S. Lamb	Oxford	24.5
1083	J. P. McNamee	Cambridge Univ	28.5
1084	J. C. Kingerlee	Enstone Eagles	29.5
1085	R. W. Stephenson	Southdown	15.6
1086	D. J. Connolly	Kent	28.5
1087	I. C. Champness	Lasham	15.6
1088	A. M. B. Smart	Kestrel	15.6
1089	J. Armstrong	Two Rivers	4.6
1090	Lynn Norman	Bicester	2.7
1091	D. C. Findlay	Bannerdown	28.5
1092	R. W. Spiller	Bicester	2.7
1093	D. R. Stewart	Clevelands	7.7
1094	Gillian Dalgleish	Booker	7.7
1095	Daphne Knowles	RAE Farnborough	7.7
1096	R. D. Payne	Bath & Wilts	7.7
1097	J. B. Dobson	Clevelands	7.7
1098	L. C. Bradley	Bristol & Glos	7.7
1099	Anne Crowden	Booker	7.7
1100	M. R. Fountain	Booker	7.7

GOLD HEIGHT

Name	Club	1985
P. A. Gascoigne	Oxford	24.5
T. S. Lamb	Oxford	24.5

GOLD DISTANCE

Name	Club	1985
J. E. Gilbert	Lasham	28.5
J. P. Ashcroft	Wyvern	28.5
J. Gardiner	Bath & Wilts	28.5
J. Osment	Booker	28.5
P. F. Brice	Booker	28.5
Heather Bateson	Southdown	28.5
L. S. Thorne	Avon Soaring	28.5
A. W. Cox	Enstone Eagles	29.5
R. W. Smith	Kent	29.5
R. W. Hawkins	Southdown	29.5
G. O. Wynne	Surrey & Hants	29.5
R. C. Martin	Surrey & Hants	29.5
D. M. Smith	Derby & Lancs	29.5
A. D. Tribe	Eagle (in Austria)	26.5
Virginia Woods	Lasham	28.5
F. R. Stevens	Coventry	28.5
C. B. Roddick	Bristol & Glos	28.5
M. J. Wells	RAE Farnborough	28.5
J. Sentance	Newark & Notts	28.5
P. R. Kevern	Cotswold	28.5
R. Turrell	Cotswold	28.5
P. G. Myers	Blackpool & Fylde	30.5
A. P. Stacey	Pegasus	1.6
C. L. Barnfather	Bicester	16.6
J. P. McNamee	Cambridge Univ	28.5
R. S. Hawley	Herefordshire	28.5
J. C. Kingerlee	Enstone Eagles	29.5
R. W. Stephenson	Southdown	15.6
J. P. Walker	Coventry	29.5
D. J. Connolly	Kent	28.5
I. C. Champness	Lasham	15.6
A. M. B. Smart	Kestrel	15.6
J. Armstrong	Two Rivers (in Austria)	4.6
Lynn Norman	Bicester	2.7
D. C. Findlay	Bannerdown	28.5
J. R. Reed	London	15.6
R. W. Spiller	Bicester	2.7
R. Lemin	Bristol & Glos	6.7
D. R. Stewart	Clevelands	7.7
P. J. Stonebanks	Bicester	7.7
D. E. McAlvin	Bicester	7.7
R. B. Coote	Southdown	7.7
Margaret Buchanan	Southdown	7.7
Gillian Dalgleish	Booker	7.7
Daphne Knowles	RAE Farnborough	7.7
Susan Dall	Lasham	7.7
R. D. Payne	Bath & Wilts	7.7
J. B. Dobson	Clevelands	7.7
L. C. Bradley	Bristol & Glos	7.7
N. A. Clark	Portsmouth Naval	7.7
C. G. Putt	Oxford	7.7
R. Goodman	Coventry	18.5
Anne Crowden	Booker	7.7
M. R. Fountain	Booker	7.7
A. D. Langlands	Enstone Eagles	7.7

SILVER BADGE

No.	Name	Club	1985
6924	T. K. Tilley	Coventry	6.5
6925	J. L. Rivers	Four Counties	6.5
6926	J. Dunman	Surrey & Hants	6.5
6927	A. T. Hobbins	Trent Valley	30.4
6928	J. A. Watt	Surrey & Hants	16.5
6929	C. Simpson	Surrey & Hants	16.5
6930	J. M. Palmer	Peterboro & Spalding	17.5
6931	W. B. Morrow	Lasham	18.5
6932	J. R. Warren	Booker	18.5
6933	C. Morriss	Stratford on Avon	28.5
6934	G. F. Wynn	Blackpool & Fylde	28.5
6935	B. T. Watt	Cambridge Univ	28.5
6936	P. M. O'Donald	Cambridge Univ	28.5
6937	C. J. Hamilton	SGU	29.5
6938	Diane Spalding	Coventry	29.5
6939	Pauline Watson	Hambletons	29.5
6940	B. J. Edwards	North Devon	29.5
6941	J. McCormack	Yorkshire	29.5
6942	D. P. Franklin	Bicester	18.5
6943	N. K. Watts	Vectis	18.5
6944	A. T. Cuthell	Southdown	1.5
6945	C. Milton	Pegasus	26.5
6946	F. N. James	Bath & Wilts	28.5
6947	P. Moverley	Devon & Somerset	28.5
6948	P. R. Bergson	Booker	28.5
6949	P. L. Sanderson	Newark & Notts	28.5
6950	R. Moxon	Burn	29.5
6951	C. P. Rowley	Bicester	29.5
6952	D. J. Sharp	Newark & Notts	30.5
6953	G. H. Earle	SGU	17.3

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6954	J. A. Wright	Bristol & Glos	2.5
6955	A. W. Scragg	Coventry (in USA)	9.5
6956	W. H. Johnson	Two Rivers	19.5
6957	A. D. Tribe	Eagle	24.5
6958	C. B. Roddick	Bristol & Glos	8.5
6959	D. Peters	Burn	28.5
6960	R. Murfitt	Lakes	28.5
6961	R. Little	Southdown	29.5
6962	M. S. Wakefield	Burn	28.5
6963	S. P. Winkworth	Bicester	29.5
6964	P. B. Merritt	Lasham	29.5
6965	R. Burns	Southdown	29.5
6966	R. Hawtree	Essex	29.5
6967	D. E. McAlvin	Bicester	29.5
6968	G. E. Guttery	Blackpool & Fylde	30.5
6969	N. D. G. Jones	Coventry	30.5
6970	F. J. Brown	Devon & Somerset	18.5
6971	S. M. Napier	Two Rivers	1.6
6972	J. H. Cholerton	Phoenix	1.6
6973	K. I. T. Tegg	Two Rivers	1.6
6974	A. O. Jones	Pegasus	1.6
6975	D. C. Wiltshire	Portsmouth Naval	2.6
6976	R. D. Scriven	Yorkshire	8.6
6977	S. Heaton	Yorkshire	8.6
6978	D. P. Taylor	Yorkshire	8.6
6979	D. R. K. Moss	Northumbria	8.6
6980	N. I. Claughton	Clevelands	8.6
6981	W. H. Shaw	Burn	29.5
6982	E. W. Richards	Anglia	14.6
6983	G. C. Holmes	Marchington	14.6
6984	J. A. K. Millar	London	15.6
6985	P. H. Fanshawe	Stratford on Avon	15.6
6986	B. C. Marsh	Stratford on Avon	15.6
6987	G. M. Porter	Avon Soaring	15.6
6988	J. B. Bergin	Booker	15.6
6989	P. C. Hewstone	Kestrel	15.6
6990	R. W. C. Smith	Highland	15.6
6991	D. E. McIlroy	Southdown	15.6
6992	D. H. Woodcock	621 VGS	15.6
6993	P. N. Adshead	Heron	16.6
6994	S. Youngson	Highland	16.6
6995	D. J. Smith	Wyvern	16.6
6996	D. G. Clews	Southdown	16.6
6997	S. G. Fitzgerald	Devon & Somerset	16.6
6998	R. E. Henman	Dorset	16.6
6999	M. G. Gidwani	Lasham	16.5
7000	Amanda Jones	Kestrel	15.6
7001	P. F. C. Fowler	Midland	15.6
7002	E. H. Booker	Nene Valley	15.6
7003	B. A. Jones	London	15.6
7004	R. W. Stephenson	Southdown	15.6
7005	V. H. Maynard	London	6.5
7006	A. Roberts	Chilterns	6.5
7007	K. Crawley	Phoenix	16.6
7008	D. L. Harrison	Ouse	29.6
7009	T. Akerman	Pegasus	9.6
7010	R. Birkett	Bicester	14.6
7011	C. M. Davis	Heron	15.6
7012	M. L. Jenkins	Booker	15.6
7013	J. W. L. Davidson	Bristol & Glos	15.6
7014	G. E. J. Herrin	East Sussex	24.6
7015	J. W. Cooper	Avro	29.6
7016	E. F. Davies	Booker	2.7
7017	A. R. Winton	Four Counties	2.7
7018	M. C. Rupasinha	London	2.7
7019	H. G. Sealey	Cotswold	2.7
7020	G. Hauschild	Norfolk	1.7
7021	Susan Webster	Burn	3.7
7022	P. Wray-Cook	Heron	16.6
7023	A. J. Danbury	London	6.7
7024	A. Sutton	RSRE (Pershore)	6.7
7025	J. G. Wright	Bicester	6.7
7026	J. A. Lewis	Midland	6.7
7027	A. Wild	Kent	6.7
7028	P. G. Dent	Southdown	6.7
7029	R. S. S. Woodhead	Southdown	6.7
7030	C. Shepherd	Oxford	6.7
7031	M. Critchlow	Fulmar	6.7
7032	K. Spicer	Bristol & Glos	16.6
7033	R. W. Merrick	London	7.7
7034	E. A. Cameron	Borders	7.7
7035	P. M. Shelton	Marchington	7.7
7036	Vanessa Davies	Bannerdown	7.7
7037	T. M. World	Portsmouth Naval	7.7
7038	D. J. Woodcock	Phoenix	7.7
7039	H. J. McDonald	Buckminster	7.7
7040	R. Kalin	Hambletons	7.7
7041	H. E. Birch	Hambletons	7.7
7042	D. P. Aknai	Bicester	7.7
7043	R. S. Mitchell	Kestrel	7.7
7044	R. White	Rattlesden	7.7
7045	P. Handover	Rattlesden	7.7
7046	R. H. Norris	Cotswold	7.7
7047	J. W. Richardson	Blackpool & Fylde	7.7
7048	L. A. Nicol	Two Rivers	7.7
7049	P. E. Coleman	Buckminster	6.7
7050	J. S. Gordon	Oxford	6.7
7051	S. Banfield	Booker	6.7

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

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew Age	Pilot/Crew Injury	Pilot/Crew Pl/Hrs	Summary
30	K-23	2995	M	23.2.84 13.10	Parham	26	N	168	Pilot had difficulty controlling glider in pitch on aerotow take-off. Oscillations resulted in repeated heavy contact with the ground. Launch was abandoned with some difficulty. Three previous pilots, all very experienced, had similar problems on take-off, but had no further trouble once established in climb.
31	ASW-20L	?	M	28.3.85 16.20	Dunstable	50	N	135	Winch cable detached at about 200ft. Presence of trailer park and clubhouse to right, induced pilot to do 270° turn to left which gave a down-wind landing. This, together with excessive speed, caused the over-shoot situation, and the aircraft was put-down heavily. A right hand 270° turn would have been quite safe.
32	Pirat	1888	M	5.4.85 14.00	Kinneston Crags, Portmoak	46	M	184	Mid-air collision with Libelle while hill soaring removed left wingtip outboard of aileron. Landed on flat part of hill nearby.
33	Libelle	1699	S	5.4.85 14.00	Kinneston Crags, Portmoak	49	N	262	Mid-air collision with Pirat while hill soaring. Left wingtip damaged. Groundloop and heavy landing on flat part of hillside caused fuselage damage.
34	Vega	2509	M	2.3.85 15.49	Portmoak	66	N	184	Sheep seen on landing area while on approach, and approach adjusted to land in clear area. Just as touchdown two sheep ran across path of aircraft and were struck by the wings.
35	SF-25	G-FHAS	M	23.3.85 18.00	Lasham	42	N	246	Aircraft landing with wet wings and engine off ahead of approaching storm. A high rate of descent required the spoilers to be closed just before touchdown. The aircraft bounced twice before landing heavily. On restarting the engine, a propeller tip flew off.
36	Bocian	1939	W/O	9.9.84 15.40	Glen Feshie P1 P2	54 19	M M	360 —	Hill soaring in 30kt wind. P1 did not take over in time to prevent pupil entering orographic cloud. T&S not working. Came out of cloud over hills and decided to land on flattish area. When about 50ft from ground all visibility was lost in torrential rain and aircraft crashed into ground starboard wing first. P1 and P2 managed to walk to a telephone.
37	Libelle	1737	M	31.3.85 15.30	Kirton Airfield	63	N	327	Failed to round out properly after approach in severe turbulence Aircraft bounced and landed heavily. At time of landing, launching had been suspended because of conditions.
38	K-6CR	1098	M	4.5.85	Roundhurst, Haslemere	22	S	—	Pilot suffered spinal injury due to heavy landing in field on Silver distance flight. Distance flown 100km (further information to be supplied).
39	Astir CS77	2297	S	5.5.84 12.50	½ mile N of Husbands Bosworth	33	N	85	Pilot returning to airfield from cross-country attempt continued to seek lift but without success. When at approx 500ft it became obvious that an out landing was inevitable a field was selected but then abandoned for an adjacent field, which proved unsuitable.
40	Swallow	?	M	24.3.85 14.30	Connel	52	N	?	Pilot thought he was too high on base leg and used airbrakes to release height. Airbrakes used again on final approach and not closed in time to prevent undershoot as wind gradient was encountered. Aircraft stalled onto airfield boundary.
41	K-2	1566	M	14.4.85 15.45	Strathaven A/F				30kt wind. No flying. Aircraft parked half into hangar while work done on other aircraft. Removable hangar doors leaning against side of hangar blew over and fell on wing.
42	K-13	1416	M	5.4.85 17.00	Carlton Moor P1 P2	48 58	N N	194 Nil	Instructor failed to take over in time to prevent heavy landing followed by groundloop through 90° to port. Compression failure in port trailing edge.
43	K-7	2139	M	19.4.85 20.20	Nympsfield P1 P2	40 30	N N	721 —	Returning from a ridge soaring flight the pupil flew a satisfactory approach and roundout until at 3ft he suddenly lowered the nose and the glider landed heavily on the skid.
44	K-6CR	2558	S	27.4.85 17.00	Dunstable Downs	29	N	44	Pilot decided to use lift ahead of storm front. Having abandoned climb and having dived with brake to 1300ft he attempted to work back to airfield. At 100ft fields were selected but heavy sink was encountered and the glider was flown into bushes well short of selected fields. A 100° change of direction and a marked increase in wind strength accompanied the passage of the front.
45	Std Libelle	1936	M	1.5.85 16.15	East Hagbourne, SE Didcot	28	N	38	Pilot on Silver C cross-country opted for field landing and made a normal circuit. Approach was made into a strong wind at 60kt. During float after roundout port wingtip dropped into short crop and glider ground looped through 90°, skidding sideways on ground some 15ft.
46	K-13 Astir CS77	? 2340	S M	14.4.85 18.30	Portmoak P1 P2	49 27 61	N N N	241 23 167	K-13 rounding out for landing when struck from behind in fin and rudder by Astir which had been converging from the right at 40° to the K-13 approach with intention of completing landing run off the landing strip near the trailer park.

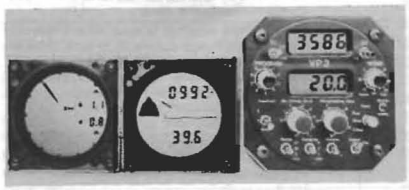
S = serious; W/O = write-off; M = minor; N = nil.

7052	N. P. Porat	Oxford	7.7	7059	P. J. Gristwood	London	2.5
7053	Linda Penny	Enstone Eagles	7.7	7060	M. S. Whitton	London	9.7
7054	Penelope Minnitt	Cambridge Univ	7.7	7061	M. P. Kitson	East Sussex	10.7
7055	C. W. R. Neve	Northumbria	7.7	7062	M. A. Young	London	10.7
7056	S. R. Brown	Stratford on Avon	7.7	7063	J. R. Olejnik	Wrekin	7.7
7057	G. Girvan	Eagle	7.7	7064	E. J. Dambrook	Wyvern	15.7
7058	H. A. Calderwood	Booker	17.4	7065	P. B. Miles	Wyvern	7.7

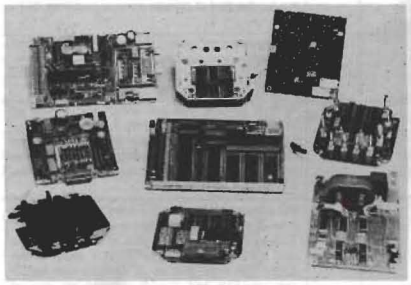
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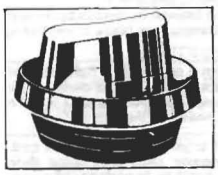
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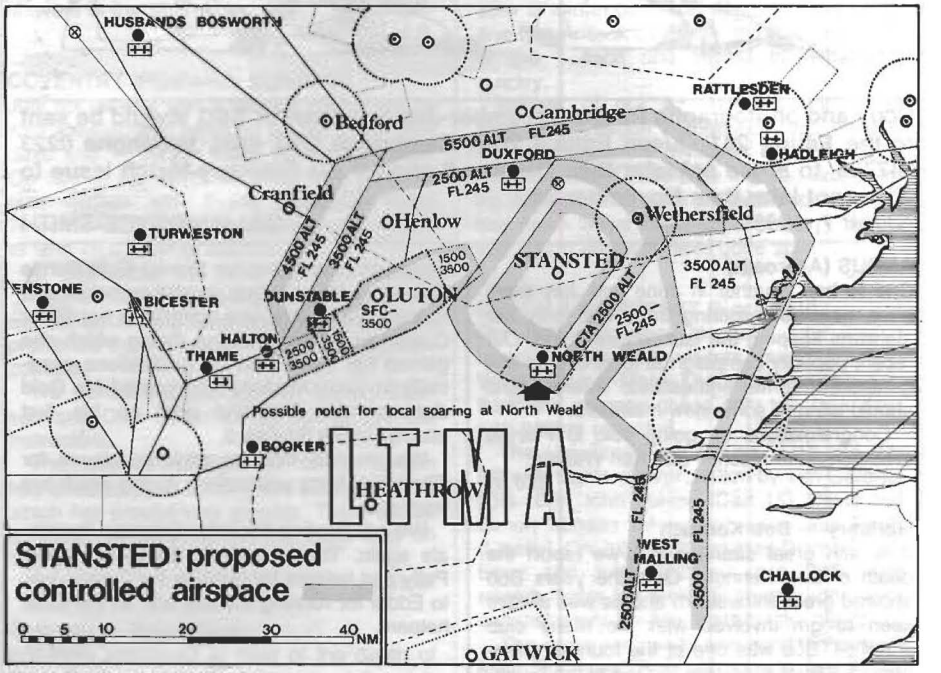
CHRIS NICHOLAS, chairman of the BGA Airspace Committee, explains the current position

The Secretary of State has announced that Stansted is to be expanded to 7-8 million passengers per annum (mppa) as a first step, with a further expansion to 15mppa if sanctioned by Parliament later; Luton is to be expanded to 5mppa; Heathrow is not to have a fifth terminal at present; and regional airports are to be encouraged to use their existing capacity more fully.

In the NATMAC meeting on June 12, National Air Traffic Services (NATS) stated that the airspace implications of these decisions were within the capability of the airspace proposals in their input to the Stansted Inquiry with "no difficulties". (In private discussions later, however, NATS personnel have indicated that it is not as clear an issue as that.)

As previously documented by the BGA, those airspace changes would have the effect of eliminating one gliding site, North Weald, as a soaring centre; and would cause varying degrees of difficulty for three other gliding clubs — Kent, Cambridge and Ridgewell Oatly. Glider pilots from other gliding clubs in the south-east would, of course, also suffer some adverse effects on their freedom of operation, as a result of the reduction in unregulated airspace and reduced availability of alternative landing sites.

The airspace changes seem to be at least five years away. After the NATMAC meeting, NATS personnel told us that they were "not in the business of closing down gliding clubs, and if at all possible would find some way still to allow soaring from North Weald". At a further meeting, a proposal emerged which would give a 2500ft ceiling (LTMA) over North Weald, as at present, which would permit continuation of training and local soaring. Cross-country soaring would eventually be precluded by the extension of the LTMA to about 30 miles north of North Weald, and access to a satellite airfield would be the only long-term solution for Essex Club distance flights.



A map showing the proposed airport changes.

The extent to which NATS might be able to alleviate adverse effects for other gliding clubs has yet to be determined, though there are no present grounds for optimism.

NATS will give a presentation to the BGA and other NATMAC parties later in the year to show their present thinking on the required revisions to traffic management around the London Airports, including the Stansted expansion.

After this, NATS have agreed to discuss the effects of the Stansted developments on gliding clubs — and to do what they can to alleviate the effects of the new London area procedures.

Meanwhile, there are two other avenues which the BGA would like to be followed — an Airspace Appeals Procedure, and the provision for some form of compensation by the British Airports Authority to the disadvantaged gliding clubs, as a condition of the planning consent for development of Stansted.

Both issues have been informally discussed between the Minister and our parliamentary gliding spokesman, Bill Walker MP. We hope to have suitable clauses inserted into the forthcoming parliamentary bill.

Compensation as a more general issue for sports clubs has also been taken up by the BGA Development Committee, with both the Sports Council and the Minister for Sport. We hope to have more news in due course.

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As reviewed in August Micro User!!

Club News



Copy and photographs for the December-January issue of S&G should be sent to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, telephone 0223 247725, to arrive not later than October 8 and for the February-March issue to arrive not later than November 26.

August 7, 1985 GILLIAN BRYCE-SMITH

ANGUS (Arbroath)

Due to bad weather in June and July there have been few soaring days with only our stalwarts keeping the launch rate going. Our recent publicity campaign at local events has generated some enthusiastic interest and should bring in some new members.

Congratulations on going solo to Francis Webster, John Mitchell and Ken Watson.

B.J.M.

Obituary — Bob Kenneth

It is with great sadness that we report the death of Bob Kenneth. Over the years Bob showed great enthusiasm and he was always keen to get involved with the many club activities. Bob was one of the founder members of a Pirat syndicate formed at the beginning of this year and he continued to enjoy flying until shortly before his death.

In Bob we have lost a valuable member and our heartfelt sympathy goes out to his family.

Bryan J. Morris

AVON SOARING CENTRE (Bidford-on-Avon)

Lynn and Barry Meeks escaped from Booker and took over as PIs in January, closely followed by staff instructor Dave Oddy.

Despite the dreadful weather throughout the year, membership has increased to 90. The club fleet is now two Blaniks, two K-8s and a Std Jantar.

We welcomed Stratford on Avon GC who are flying with us until the end of the season, adding about 10% to our launches.

Our CFI, Eric Burke, has bought a Super Cub giving us a back-up tug to supplement the Robin. It also means that pilots of the K-8s, Grunau and Spatz can have a less hairy ride behind the Cub.

We had a very successful open day in July attended by 1500 spectators, and, through sponsorship, helped to raise almost £2000 for the RSPCA.

Almost every week we have small groups of visitors from other clubs who all comment on the relaxed, friendly atmosphere at Bidford — come on down, it's different!

Finally, congratulations to all the numerous first solos, Bronze and Silver legs and badges.

M.H.

BANNERDOWN (RAF Hullavington)

Despite the poor weather we have produced a crop of Bronze and Silver legs. Clive Joosse has a Bronze leg and Nigel Findley has both. Lynn Turner, David Venman, Derek Taylor and Ian Welsh have both Bronze legs and Silver heights. Congratulations to Eddie Wilkinson on completing her Bronze C; to Bernie Colvert on her duration and Silver height and to Vanessa Davies who completed her Silver C with an O/R to Enstone during which she gained her 5hrs. Also congratulations especially to Colin Masters who gained his Gold distance and Diamond goal on his first attempt in the Skylark 2.

We recently held an *ab-initio* course for Chepstow Army apprentices during which two went solo.

We are hosting the Inter-Services Regionals again. Thanks are due to Clive, Derek, Pally and helpers for building the Comps bar, to Eddie for running the bus and all the other helpers.

V.R.D.

BATH & WILTS (Keevil Airfield)

We discovered recently, through an RAF sergeant who peremptorily stopped our flying one mid-afternoon, that, unknown to us, the MoD Crown indemnity insurance requirement had been raised to one million pounds for gliders and five million for tugs. What happened to the usual channels of communication? It may also be news to other clubs on MoD airfields.

We have consequently been stirred into action in our search for another site and Ken Stephens, who has taken over from Richard Grundy as secretary, is heading the effort.

At present Andy Davis is competing in the World Champs, Andy Smith and Stuart North are shortly in the Standard Class Nationals and Ray Payne and Paul Dunthorne in the Enstone Regionals. Ray Payne and Jim Gardiner have flown 300km triangles.

J.L.

BICESTER (RAFGSA Centre)

Our warmest congratulations to Ken Hartley on winning the Open Class Nationals. A well deserved win Ken. John Delafield also did well coming 4th. Some very good cross-countries have been flown this summer, mainly because the good days fell on a weekend. July 6/7 saw members flying over 7000km.

Max Bishop managed 650km of a 750km attempt and 500km Diamonds were achieved by Gary Buckner, Mike Sandy, Steve Brownlow, John Norman and Mick Webb. Danny McAlvin, a month after his Silver distance, flew a 300km Diamond goal, as did Colin Barnfather, "Nipper" Stonebanks, Bob Spiller and Lynn Norman. We also had solos by Bob Longridge and Shaun Buckner, Shaun on his 16th birthday.

The Discus has arrived with good reports from our pilots. After a wet and windy Inter-Services, we look forward now to our annual wave expedition to Aboyne in October.

S.&J.

BLACK MOUNTAINS (Talgarth)

Owing to the very poor summer weather, launches have been down this year. Visitors' badge claims include a fair number of (ridge-bound) 5hrs and relatively few cross-country flights. Wave days have been rather infrequent, although occurring in all wind directions!

Of our local pilots, Tim Hurn has recently completed his duration.

Out-landing pilots (and Gwen Eckley) will be glad to hear that we have at last installed a telephone in the clubhouse.

W.D.M.

BLACKPOOL & FYLDE (Chipping)

Without wishing to sound too much like the 12 days of Christmas, so far this season we have four new full Cat instructors, three Silver distances, two first solos and a 300km triangle.

Congratulations to the full Cats, Paul Myers, Dick Seed, Bob Boyd and Terry Harrison; to the Silver distance pilots Gary Wynn, Ray Iddon and John Richardson; to the new solo pilots Michael Willey and Tony Crosbie and last, but not least, to Paul Myers for the first 300km triangle ever flown from this site.

The only sad event has been the demise of the mouse that drove the club toaster. It's charred remains were discovered when the toast failed to pop up automatically.

V.H.

BOOKER (Wycombe Air Park)

Readers may have wondered at our long absence from this column; club members certainly have! The cause has now been traced — a sudden attack of slothfulness, previously unknown in this sleepy rural club.

Claims made by other clubs that "Charlie made his 5hrs on January 1" etc, etc are viewed with scepticism here in the Booker bar where the sun doesn't rise until March 1. A few stalwarts do, of course, turn up throughout the year, seven days a week; the staff.

A busy winter having therefore been had by all (decorating the house, gardening etc) the year did get under way in March when a small party (45 or so) set off for a secret destination in France. The ensuing three weeks may be summarised, to paraphrase Richard Hillary, as spent "drinking a lot, skiing a little and gliding somewhat".

Since last reported there have been "countless badge claims". This means that no one has counted; we don't even know if there have been *any*! We do know of one mishap in which — before the startled gaze of astonished onlookers — a lime tree grew suddenly by about 10ft, neatly felling a passing Astir without damage to itself. We hope Ian has a nice time in hospital.

In a bit of over-reaction, the broken Astir was replaced by 11 other gliders, a handy coincidence since some new members had joined and we couldn't otherwise all fly at once.

Kindly note that circuit traffic, always busy, has been increased by the addition of a helicopter school.

Finally, congratulations to wee Jeannie

who was inadvertently sent solo on her 15th birthday instead of her 16th!

B.T.S.

BURN (Burn Airfield, Nr Selby)
Congratulations to Keith Taylor for coming 2nd in the Lasham Regionals B Class and to C. Bracwell, D. Naylor, J. Wilkinson, N. Dawson, M. Lavelle, N. Addey, J. Mathers, C. Crompton, R. Poppleton and D. Ellis on going solo. The last few months have produced too many Bronze and Silver legs to mention. Well done.

Our chairman for the last 18yrs, Franky Thompson, resigned. We thank him for his unbounded energy and enthusiasm and for steering the club so ably for so long. Our new chairman is Joe Millward. Terry Cuss and Steve Naylor were elected onto the committee from which Paul Etherington resigned.

V.F.F.

CAMBRIDGE UNIVERSITY (Cambridge and Duxford)
The new club Astir is proving popular but has yet to be taken on a declared cross-country. July was a good month for long flights with Peter O'Donald, Peter Baker, John Glossop, Richard Walker and Richard Baker all completing 500+km triangles. Richard Lockwood completed his 5hrs and Steve Cooke flew a Silver distance to Tibenham to complete his Silver C. Congratulations to C. Villa and Guy Baker on going solo.

Traditional rivalry between Oxford and Cambridge Universities arose with a gliding competition between the two. Cambridge won the leg flown at Duxford but the competition was abandoned at Bicester due to bad weather.

G.K.F.

CHILTERNS (RAF Halton)
Despite the weather we have had two 100km triangles, Andy Roberts completing his Silver C and Ian Taylor gaining Silver height.

We entertained a club for the blind, giving them all a flight which was a tremendous experience for us and the visitors. We held an *ab-initio* training week with maximum benefit and many new pilots have been welcomed.

Guy Nash and Les Fellows have done wonders with the clubhouse bar and many thanks to Oscar, Tony and Terry for their work on the K-13.

T.S.

COTSWOLD (Aston Down)
Despite complaints about the weather, Tim Macfadyen, Roy Pentecost, Ed Johnson and Ken Lloyd made flights in excess of 500km in May and June (some of them more than one!). This gives Ken his Diamond distance.

Congratulations to Phil Gunn, Fraser Wilson, Mark Hopper, Joyce Hedges and Debbie Randle on going solo and to Simon Housden, David Williams and Stephen Young on completing Bronze Cs.

Club News contributors:
Please make a note in your diaries that the deadline for the February-March issue is November 26 to take into account the Christmas holiday.

The tin and timber task week was a great success (despite the weather) and was won by Ralph Johnson of Essex GC.

Volunteers worked hard to repair the bus which serves as our flying HQ and install shavers in the clubhouse.

L.M.B.

COVENTRY (Husbands Bosworth)
July got off well with a soaring course led by Ken Stewart, with tasks on six out of the nine days and 12 000km flown during the week. On two of the days ten pilots flew tasks of over 500km with Frank Pozerskis flying 704km. Malc Guard (Libelle) was unfortunate to land 7km short of 500km.

In September we have two 5-day winch courses, with more next year in the hope it will attract more young people who may be prohibited from flying by the cost of aerotow courses.

We welcome Frank Davies, Barney Toulson and Dick Bavin to our list of full Cat instructors.

The recently installed bar cooler system has enabled us to stock three traditional ales which has proved very popular. There will be a retirement party for Bill and Elsie May on September 21.

D.L.S.

Obituary — Brian Rush
We were saddened to hear of the death of Brian Rush on July 18. Brian joined the club in 1968 after starting gliding with the Worcestershire Club the previous year. He became an assistant rated instructor in October, 1971 and completed his Silver C the same year.

Brian came onto the committee in 1971 and took on the job of roads and grounds. He was our chairman from 1976-1979 and for good measure filled in as secretary from August 1979-April 1980. A less active roll has been played of late but Brian has always taken a great interest in the running of the club and he will be sadly missed by the committee and his many friends.

Reg G. Ludgate

CRANFIELD (Cranfield Airfield)
Despite parachutists and several exhibitions, we are having quite a successful year. We have run two three-day courses for *ab-initios*, and recently had a flying week, during which, despite indifferent weather, Mike Kingston (Oly) flew 50km to Duxford. Korsa Raja has moved on to the club Pirat, whilst the following have achieved first solos: I. Biggs, P. Warner, A. Higgins, D. Carr and B. Trinder. So we're now looking for new *ab-initios* to keep our Bocian busy this winter.

P.J.W.

DERBYSHIRE & LANCASHIRE (Camphill)
Sunday, July 7, saw the first ever Diamond distance completed from Camphill. Despite the rather fresh westerly wind Peter Gray flew his Mosquito round Hus Bos/York Minster/Leicester airfield, landing at Coal Aston, for his third UK Diamond.

Our half-century festivities in mid-July had a distinctly cosmopolitan flavour. For four days we played host to many old British friends and to guests from gliding clubs near two towns twinned with Chesterfield, Troyes in France and Darmstadt in Germany. The celebrations were a huge success despite some typically English weather.

Our former steward and stewardess, Ray and Ann Hamshaw, are working at a nearby Youth Hostel and we are glad they remain able to join in our social life. John and Christine Calver took over from them at the height of the season and settled in remarkably quickly.

Neither of our attempts at running an Inter-Club League competition was blessed with cross-country weather but the teams from Kirton and Winthorpe enjoyed local soaring in hill lift and evening wave. Bob Armitage has flown Silver distance and Harry Snaith and Aaron Wheeler have gone solo.

J.R.H.

DEVON & SOMERSET (North Hill)
Our first task week in early June was a friendly affair with visitors from Usk and Weston-Super-Mare. The weather was warm, thick and scrappy giving only two task days with 988km recorded.

The "weekends" were June 15/16 and July 6/7 with flights of over 300km by Tim Gardner (DG-100), John Burrow (Dart 15), David and Simon Minson (Mosquito) and Dave Reilly (Libelle). On July 7 Tim claimed Diamond distance and John Diamond goal. Both were superb flights but their TP photographs were unsatisfactory. Badge hunters take heed!

The same weekends saw good flights from Mike Fitzgerald (B-4) with 195km; the Eagle, flown by John Burrow/Ian Mitchell over 230km and by Nick Jones/Ian Mitchell to Lasham; and Silver legs for the following — height and duration for Alan Peel (B-4); height for Mike Hamilton (Oly 463), height for Stephen Fitzgerald (B-4) to complete his Silver C and height and distance for Dick Wolff (K-6E). Dick completed his Silver C later with 5hrs at the Long Mynd. J. Smith has completed his Bronze C and C. Tharme has soloed.

Recent expeditions have been to the Long Mynd and Sutton Bank. Gordon Peters and Tony Price (Jantar) had a mishap at Competition Enterprise, damaging their nose in an argument with a sturdy Yorkshire oak. Ingenious repairs including a mould taken from a conveniently available Jantar had them flying again without missing a task.

Courses and air experience flying have been helped by the use of the YS-53 and the Fairclough's Super Cub has been a useful back-up tug. Supacat is on site and winch-driver conversion courses are under way.

Our best wishes to Albert Bourne and Mike Robbins who have suffered serious illness this year. We hope they will soon be able to convalesce in the cockpit.

I.D.K.

DEESIDE (Aboyne Airfield)
Serious 1000km attempts from Aboyne have been made for the first time. The plan is for a 6am start, into the wave for an O/R to Loch Lomond and then downwind towards the south coast. The transition into wave should occur in the Leeds area. Certainly the theory is

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In view of the Cornish GC's experience, see p241, in future we will only accept reports which include the name and address of the contributor.

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sound, although ideal conditions occur maybe once per year. (The writer, who regularly flies south in his work, has seen such perfect conditions just once in the past three years.) The new style TV weather forecasts help enormously in assessing the situation, the difference between a NW'ly with a slight ridge, and a NW'ly round a depression being quite critical. Scraping ice off the wings at dawn in mid-June has been just one of the unforeseen problems. The "window" this year is almost closed, so far without success.

Midsummer brought two stupid accidents within five days. First a Cirrus landed badly near Huntly, then the Bocian hit the bank in the undershoot. Both aircraft were being flown by experienced pilots who could offer no excuses.

K.A.H.

DORSET (Old Sarum)

We are under new management! At the AGM in May Jill Burry was elected chairman, becoming our first female to hold this office and the youngest at 25 years of age. We are glad that our retiring chairman, Geoffrey Warwick, is back on the airfield after a knee joint replacement. Cyril Smirthwaite joins the committee as treasurer and Gerald Dale and Scott Wolfson are new instructors.

Prizes awarded at the AGM included the height trophy — Ray Witheridge; "behind the scenes" trophy — "Lofty" Bigwood; the best endeavour trophy — Ken Thompson for sheer persistence and the *ab-initio* prize — Paul Slade.

We won the Inter-Club League task week at Thruxton — our thanks to the organiser, Pat Hudson of Inkpen GC.

Our congratulations to Dave Lewendon for resoloing and converting to the K-8 after a break of 15yrs.

A.W.T.

EAST SUSSEX (Ringmer)

Our midweek pilots have enjoyed the best of the soaring with Mike Kitson, chairman, claiming all three Silver legs on his cross-country to Challock. Cliff Kindell, our ex Fleet Air Arm ace, also flew east for Silver distance, but overflew the Kent GC site, obviously expecting his landing area to have drifted with the wind as did the Ark Royal in the old days.

Our Skylark 4 has gained in popularity following a Silver distance flight by Mike Pierpoint, and the list for our K-8 lengthens as our annual crop of solo pilots attempt Bronze legs and enjoy local soaring.

The open day was quite successful despite strong winds and our thanks to Margaret Bachelor, Joyce Head and helpers.

Our proudest moment this year was the announcement that Fred Bishop, our CFI, had been awarded the MBE for his part in the rescue of Norman Tebbit and others in the Grand Hotel, Brighton bomb attack (see BGA News). It couldn't have happened to a nicer chap.

J.S.

ESSEX (North Weald)

Congratulations to Ariane Deardon and Graham DeOrfe on going solo and to Geoff Baker on his Silver C.

We only had one cross-country day during our club expedition to Nympsfield in June but we managed some good duration attempts (in the bar). Our thanks to Nympsfield for their hospitality.

During one of the better spells of weather Mike Jefferyes and Peter McElarney (Silene) flew a 430km O/R to Doncaster to claim the UK two-seater goal and return distance record. This flight on June 7 was the end of a good cross-country week at North Weald when we flew more than 6000km.

P.W.B.

ESSEX & SUFFOLK (Whatfield)

Congratulations to our new solo pilots, Huw Corr and Peter Scotcher. Our treasurer, Steve Hornung, has gained his Bronze C and we look forward to seeing his Tutor and Oly going cross-country.

We entertained our Inter-Club League friends at Lavenham Airfield for the first contest day. Since then your correspondent has only rain to report (written during the task week).

R.C.A.

FULMAR (RAF Kinloss)

The sea breeze was held at bay for most of the summer to produce reasonable soaring conditions. One attempt was made at 300km and the rule changes mean that a lot more pilots will be planning 300km flights along the coastal belt next year.

A crowbar was used to move Jim Francey from the K-8/K-18 to the Astir. We've had one of our best years for achievements and the wave season has yet to come! Duncan Malloch, Mark Evans, Lofty, Jacki Leadbetter, Rod Stravaskus have all gone solo. Our Aboyne expedition is taking place at this moment so hopes are high for that.

W.G.

HAMBLETONS (RAF Dishforth)

Wind and rain have taken their toll this summer, but we have had some achievements: Colin Richardson and Jane Henson have gone solo (Colin managing 58min), Brian Anderson has a Bronze leg, and Silver Cs have been completed by Harry Birch (duration) and Richard Kalin (distance).

Many members were sad to see the departure of the Leeds' University Oly 2B, which flew with us for 15yrs as a forgiving and much loved first single-seater. We wish it good flying with its new owners at Pocklington.

J.P.

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HERON (RNAS Yeovilton)

Airfield/glider elastic has been snapping this season! Congratulations to Peter Adshead, Clive Davis and Peter Wray-Cook for completing their Silver Cs — long may the race continue. Well done to Stuart Wright and Mike Gale for their Diamond goals (at last).

Steven Whitehead unwittingly gained a Bronze leg off the wire on his third solo flight, simply by flying until he "got tired" and Margaret is doing a grand job with both Bronze legs and a Silver height in very few flights.

We are looking forward to closer contact with Dorset GC and send a big "hello" to all their Silver distance pilots.

W.W.

INKPEN (Thruxton Airfield)

1985 has seen an encouraging rise in membership from a trough at the end of 1984. Andy Hunt, our course instructor, has been kept busy since the end of April and some 12 new members went solo in the first three months.

Pat Hudson took over as CFI (designate) from Ron Evans who resigned through pressure of work.

During the week of July 8 Pat organised a very successful task week joined by Dorset GC members. Some 1800km were flown by the seven entrants, some using club gliders, with the pot going to a Dorset member flying a K-6CR. The event ended with a barbecue in a thunderstorm.

A visiting freelance journalist spent much of one day airborne which has resulted in two articles on the club and gliding in general which will appear in the *Observer* and *Punch* during September. Hopefully we will benefit from the publicity in 1986.

I.D.

NEWARK & NOTTS (Winthorpe)

Half way through our May flying week we suffered our second catastrophic winch engine failure of the year. Thanks to those who fixed it, our loss of income was kept to a minimum.

On a brighter note, J. Sentance, CFI, has achieved his Diamond goal and P. Sanderson his Silver distance.

During the final meet of the Northern Inter-Club League we rose from third position to win, the first time since joining in 1981. Our thanks to Burn for their hospitality.

D.F.

NORFOLK (Tibenham Airfield)

The middle part of the season has been mediocre for cross-countries, with the midweek pilots enjoying the better days. The very late harvest means landable fields are few and far between. No doubt the mid-week pilots will benefit from the stubble fires as well!

The final Inter-Club League weekend promises to be a "nail biter" with Cambridge and ourselves with 20pts each and Rattlesden

with 16 pts. Four syndicate gliders took part in Competition Enterprise all with mixed fortunes.

Dave Page has taken delivery of his Grob 109 motor glider, and the IS-28 syndicate have bought a K-4 as a temporary replacement.

B.S.

Obituary — Eric Titman

It is with sadness we report the death of Eric Titman — tragically killed in a flying accident in a Moni Ultra light aircraft on July 1.

Eric joined the club in the late 1960s, and being a former RAF pilot quickly completed his Silver C. He progressed from the Skylark 2 syndicate to the Skylark 4, and then to the SHK, followed by the Libelle and finally the Mosquito. He became an assistant instructor in 1972, and a full Cat in 1977.

With the arrival of our first tug his interest turned more to power flying, quickly becoming our tug master restricting himself to the occasional local soaring flight and instructing. His qualities as a tug pilot, instructor, inspector and dedicated committee member were exemplary. His enthusiasm of everything to do with soaring, and the constant encouragement he gave to new and old members will never be forgotten.

To his son Edward we extend our deepest sympathy.

Brendan Sargeant

NORTHUMBRIA (Currock Hill)

This summer the lack of soaring weather has curtailed cross-country flying. Nevertheless congratulations to Colin Neve on completing his Silver C and to Nigel Mallander, Roger Winley, Keith Bell, John Dickson and Ian Blackie on going solo, the last four on the same day making a club record. Congratulations also to Allan Scott on becoming an instructor.

The barn dance last month was a great success, providing much needed funds. Our thanks to the Pocklington visitors for their support.

K.W.B.

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

At our AGM in July Dave Spraht retired from the committee due to pressure of work and his place was taken by Gerry Maddock. Our thanks to Dave for all his work.

Congratulations to Keith Lewis who completed his Silver C with a height and distance, becoming the first pilot to achieve a Silver distance flown from the home field.

David Jones went solo and five flights later achieved a Bronze leg. Robert Vaughan got a Bronze leg and not to be outdone his brother David went solo.

J.J.M.

OUSE (Rufforth Airfield)

We are hangar building again. The first was supposed to be big enough for ten years' growth but after two very good years we need another and have laid the foundations. Unfortunately we didn't get a Sports Council grant so it will be rather basic at first and we'll have to wait for our third two-seater.

The largest number of Ouse pilots entered the Northern Regionals for some years — Peter Ramsden, last year's Champion, (Kestrel 19), John Ellis (DG-400), Steve Hunt (LS-4) and Roger Mortimer and Mark Thompson sharing Roger's Jantar.

Mark Thompson had a good start to the season, having been on two BGA Junior Squad courses and setting a new club distance record of 450km on his first attempt at Diamond distance.

Mick Ward, ex landyachtsman, has gone solo twice — with us in gliders and with Robin Bailey on microlights. We've also had solos from Julian Bramhill, Sam Macfie and Pam Shuttleworth. David Harrison has his Silver C and George Broadhead, David Jones and Dawn Hammond various Silver legs. Peter Hatfield and David Hey are now instructors with Alan Meredith going on an instructors' course soon.

Next year is our 25th anniversary so we would be pleased if ex members will contact us and help us celebrate.

R.T.

OXFORD (Weston on the Green)

In spite of the poor soaring conditions this summer enthusiasm is running high. John Gibbons, Chris Putt and Alex Jenkins have flown 300km; Colin Shepherd has his Silver C after achieving 5hrs; Mark Rowland has Silver distance and Carole Broad and Caroline Oakes have Silver heights. Congratulations all round.

Our congratulations, or condolences, go to John Giddins on his 500km attempt — he flew 495km in 9hrs 34min. Does this qualify for a Diamond duration? Special congratulations to Mike Randle who won the Lasham Regionals, Class B.

We are currently running 2nd in the Midland Inter-Club League and hoping for better weather for the final. Our two flying weeks at Hinton were literally a wash-out.

H.J.S.

PEGASUS (RAF Gütersloh)

The indifferent summer hasn't stopped members as they are resolute this year. It has paid off with Al Stacey flying a 300km Gold distance and Diamond goal, Al Cleaver 5hrs, Al Jones and Chris Milton completing their Silver Cs and Glen Beresford going solo. Mick Boydon and Richard Hill flew in the Malden Comps in Holland, Mick coming second again and Richard 19th. Congratulations to them all.

We said goodbye to Paul Arthur English on posting to the UK and to Chris Paine and hello to Kay Edwards, Bob Bickers and Mark Grace.

At long last we have two drums on the winch which has put up the launch rate.

R.D.G.H.

PETERBOROUGH & SPALDING (Crowland Airfield)

Congratulations to Ron Telfer and Kevin Fear on going solo. Tony Gent and Gordon Marsh gained their 5hrs. Nigel Pallister and Mike Ainley have become our newest instructors under training.

June 19 saw Anglia TV filming "Anything Goes" with two willing victims trying gliding for the first time under the instruction of Roger Gunkel with superb tug flying from Norman Brown and Roy Barrett.

Passenger evenings are going well thanks to the organisation of John and Brenda Marshall. The holiday gliding centre have commenced their courses.

T.A.

RATTLESDEN (Rattlesden Airfield)

Crosswinds, light winds, gales and thunderstorms, you name it we've had it and consequently so have our soaring hours. The new winch building project is progressing and with a lot of hard work it should be ready for next season.

Congratulations to Reg Finch and "Hank" Hankinson on going solo; Grenville Croll for Silver distance; Mark Taylor for a Silver grand slam and at long last Paul Handover and Bob White (your scribe), being instructors by special BGA dispensation, managed to leave the K-7s long enough to complete their Silver Cs with their 5hrs.

We are hosting the Inter-Club League and have a flying week this month, the former I hope being blessed with similar conditions as last year when 11 pilots completed 300km triangles and over 6500km were flown.

R.W.

SHALBOURNE (Rivar Hill)

Alan Sparshatt-Potter soloed in his immaculately rebuilt T-21 with solos too for Mark Wooldridge and Robin May and at least one Bronze leg for all since, plus one for Angie Porter. Robin May, Geoff Nicholls and Jonathan Mills have formed a K-8 syndicate, Jonathan having completed his Silver C.

The April expedition to Portmoak brought durations for Mark Flower and Rod Harris. A large contingent descended on Enterprise in more ways than one, outlandings being usual. Brian Greenaway and Ken Mackley kept the club going in the absence of other instructors at Enterprise, and Ken Mackley, Geoff Nicholls and Dave Maleham have been the stalwarts of the successful programme of air experience flights.

Ken and Angie Porter converted from P1 and P2 to husband and wife, and overcame their first test when Mrs P locked the retrieve car keys in the boot.

The task week is in early August when we will hopefully persuade the NFU to light some fires under the several Gold badge candidates.

Membership is growing well with recruits from the air experience flights and our growing reputation for excellent thermals and (it is rumoured) ridge lift.

R.S.

SOUTHDOWN (Parham Airfield)

At last we have a 500km flown from our site by Ian Ashdown (Kestrel). Well done. The next day another 500km was flown by our chairman, Brian Bateson (ASW-20), making Brian our first pilot with all three Diamonds.

Our CFI, Les Merritt, is handing over to Dick Dixion. We thank Les for much hard work.

During a short spell of good weather Maggie Buchanan, Roger Coote and Ron Stephenson flew 300km triangles including one by Peter Cadera in the club K-18. Congratulations also to Dave Clews and Bob Woodhead on completing their Silver Cs.

One member on his 300km attempt managed to land at Greenham Common, thinking it was a nice empty looking airfield. They let him go later that day but the glider was impounded until after the weekend.

Conoco plan to drill an exploratory oil well on the edge of our site using a 60ft rig but with no benefits for us.

We have done a lot of work to our site recently starting with new entrance signs and road surface and the car-park has been enlarged and drained.

R.A.W.

STAFFORDSHIRE (Morridge)

We held two course weeks in May, the first a success under the leadership of Dick Bowyer, the second, with Alan Jones and Dave Thorpe as instructors, washed out by the atrocious pre-Whit weather.

Jadge Singh, Kelvin Jones and Ralph Chadwick have all soloed, Ralph going on to achieve a Bronze leg on only his third solo. Recent conversions have included Martin Powell to the K-8 (at last!), and Gordon Clayton, Peter Gill and Ken Houghton to the K-18. Richard Bills and Andy Chappell have attempted Silver distance, and Andy now needs the accursed summer weather to clear so that he can confirm his recently acquired assistant Cat rating with a 50km. Pete Lowe recently went cross-country and landed out at a Sunday School picnic, for which he received a round of applause.

Two new aircraft have put in an appearance at Morridge this year, a syndicated Dart 15 and the Upward Bound Trust's Bergfalke 2, on hire whilst we await our brand new K-13.

There's a new set of initials at the bottom of this report, B.G. (Barry Gilman) having decided to suspend operations at Morridge, a victim of the old adage that a man is never so busy as when he's retired, and thus making Staffordshire a victim of the equally old adage that you really never miss them until they're gone.

M.J.P.

STRATFORD ON AVON (Bidford on Avon)

One achievement well worth recording is the completion of Silver C by Brian Marsh with a flight in the K-8 to Hus Bos before his 17th birthday! This is certainly a club record. Well done Brian and congratulations also to Chris Morris and Nick Wright in the Skylark 3 on completing Silver Cs. The Oly syndicate went to Scotland where Steve Brown achieved 5hrs. Nearer home Gary Beers did Silver distance, also in the Skylark 3 — anyone notice the preponderance of badge claims with wooden ships! The Inter-Club league was washed out twice, however Gerald Kelly (pundit) and Chris Roberts (Intermediate) won the day for Stratford. Andy Glazzard has two Bronze legs and Bernard Kelly fancied joining the local cricket team at Bidford by landing on their pitch.

Air experience evenings and summer courses have been reasonably well attended, with Brendan O'Neill and David Webster going solo on a course. We thank Lyne and Barry Meeks and Avon members for their hospitality and for keeping us flying during our own site problems.

H.G.W.



When glider pilots Karen Benson and Nick Wright married in July, members of their club, Stratford on Avon, took Nick's Skylark to the wedding reception and decorated it as a surprise for the couple. Photo: Chris Morris.

STRATHCLYDE (Strathaven Airfield)

A wet spring and summer has restricted flying. Congratulations to Bob Petrie on becoming our newest instructor and to Steve McGovern on going solo. Martin Robertson gained Silver distance from Portmoak to Arbroath, having a good view of the flying display at HMS Condor.

The Oly 2B has been refurbished and our thanks once again to Alec Haswell.

A.E.H.

SURREY & HANTS (Lasham Airfield)

Chris Starkey and John Bell took a club Astir to Sisteron in the French Alps in May and returned with tales of over 60hrs spectacular flying between them.

The late May Bank Holiday followed the dismal pattern typical of weekends this year, but the succeeding two days provided a bumper crop of long flights and badge claims.

On the 28th there were seven flights of over 500km, including Diamond distances for I. R. Cook, Dave Nunn and Annabel Lucas (club Mosquito). George Metcalfe (ASW-19) turned in the fastest time with 518km at 80km/h. Mike Jarrett retrieved the plate from Dunstable but it has now returned to the "other place".

On the 29th there were a further four 500km flights, two of which should have collected badges. As a result Graham Hinder will no doubt be interested to hear from anyone developing a fully automatic camera which points at the right target, while Dennis Powell will probably wish to invest in a barograph which draws lines. More successful were Gerry Wynne (club Kestrel) and Bob Martin (club Astir) who each completed Diamond goals.

The first day of the Lasham Regionals/Nationals was another good day and while the Open Class tackled a 600km task, Chris Starkey (club K-8) flew a 320km triangle (albeit starting a little earlier in the day).

The Regionals had a strong club entry with the Ventus (John Bastin), Kestrel (Hugh Harwood), Mosquito (Keith Lines) an Astir (John Bell) and a Sport Vega (Glyn Bradney). Well done John Bastin on winning the A Class.

The weekend of July 6/7 saw more badge flights with seven Diamond goals and four 500km+ flights. Ted Lys was on target for 750km until running into areas of spread-out on the third leg to Camphill, eventually turning short and completing over 650km.

C.G.S.

SURREY HILLS (Kenley Airfield)

Under the leadership of Alex Wright, our new club is now well on the road to being firmly established. We have relatively unrestricted use of Kenley Airfield from Monday to Friday.

Our fleet consists of a K-13, Blanik and Swallow. A Sport Vega is expected shortly and Alex has an IS-28 which is in a sad and dismantled state at the moment.

A bus will serve as a clubhouse but as we haven't a hangar we are forced to derig each night, but we hope to get this sorted out by Christmas.

We fly every Wednesday from 9am to dusk. Visitors, with or without aircraft, are welcome, but please remember to report to the launch point by driving or walking around the perimeter track. Visiting gliders may fly in, but powered craft may not. Motor gliders should land without power.

We launch solely by a powerful winch designed by Alex and a retrieve winch is on the drawing board.

If you have any inquiries, ring Don Puttock on 07373 54973 (evenings).

D.P.

TWO RIVERS (RAF Laarbruch)

The season has again been a success. Although down on last year's launches, our badge claims and cross-country kilometres have shown a sharp increase.

The DG-300 has proved popular and we expect to do well in next season's round of Comps and 500km attempts. There have been a few syndicate reshuffles, but the private fleet still stands at seven, plus five club aircraft.

Our congratulations go to "Spike" Shead, Lance Nicol, Dave Edwards, Keith Tegg, Scott Napier, Andy Johnson, and Craig Stevens on completing their Silver Cs, to John Armstrong, now a full Cat, who flew 300km twice for Diamond goal; to Pete Stratten and Barrie Elliott who have all three Diamonds and to all our solo, Bronze C and Silver leg fraternity.

We welcome Dick and Julie Hunt from Fenlands, "Taff" Williams from Upavon and we have said goodbye to three of our most popular instructors, Greg Macintosh, Martin Gittins and Geoff Millward.

Imminent expeditions include Vennebeck and Innsbruck for some late season ridge and wave flying.

P.J.S.

ULSTER (Bellarena)

Four dreary months of almost constant low 8/8 cloud and much rain wiped out the main cross-country season; by July 31 two modest O/Rs against the odds were enough for Alan McKillen to head the club ladder. Away from home things were better — Alan Sands' 1127km marathon (exactly 700 st ml) along the Appalachians gave him absolute distance, his second British national record.

Plenty of local soaring, however, has given us high utilisation and a welcome influx of trainees. High demand dictated expansion of our advertised summer course programme

from four intakes to six; our thanks to volunteer tug pilot Mark Thompson (Ouse) and instructors Tony Housden (Cotswold) and Pam Newall (Bicester) for coming over to help and to Dublin's Dan Begley for his regular summer stint.

An instructors' course for the IGA was run at Bellarena by our CFI, Bill Craig. A valued temporary addition to our own team is Oxford's Gordon Craig, working on secondment at Shorts, while Army pilot and full Cat Chris Sherlock is back here for another two-year tour.

Promise of a modest five-figure grant from the Dept of Ed was enabling us to bid for our site in the sealed-bids private sale taking place in late August. More of this anon.

Due to marry on August 23, Ruth Hall was taking Gordon Mackie's "With all my wordly goods I thee endow" pledge very seriously. She was polishing off a PPL just before getting spliced, to enable her to exercise marital rights to his — no, *their* — PIK 20E.

R.R.R.

VECTIS (Sandown Airport)

After an extended winter and spring break, we have recommenced flying from Sandown.

Our thanks to Ken Taylor and helpers for building a truck-based winch with which we hope to make use of the ridge soaring on the West Wight this autumn and winter.

P.T.

WOLDS (Pocklington)

Our contingent at the Northern Regionals spent a great deal of time seeking diversion, especially pubs and pies, but hopefully the weather will be better for our members at Enstone Regionals. But will they be able to provide as much entertainment as Monet Chana? His landing near Goole was mistaken for a crash and an emergency service turned out in full along with the local press.

Les Cooper, our chairman, has been appointed club manager and appears to be setting up in style on the airfield. Congratulations to Tom Brown and Bob Gadd on their Bronze Cs and to Linda Gadd and Simon Parker on going solo. Bill Olsen should also be congratulated on his conversion to gliders — quite a difference from the Javelins he used to fly.

T.H.

WYVERN (RAF Upavon)

Our new K-23 is proving to be very popular. Many members were sad to see our K-8 go, but it certainly went out in style. On its last day with us Sarah Deck gained her second Bronze leg by flying it for 5hrs and going to Silver height, then Paul Cook flew it to Odiham for Silver distance.

It was a memorable Sunday with many kilometres flown, most attributable to Eric Smith who gained all three Diamonds by completing his 500km, and to Edwina Bonser and Gerry Sturgess, who both flew 300km. Congratulations also to Pete Cook who flew his 500km on a day when others failed to leave the site.

We have attracted several new pupils by the introduction of a "single payment *ab-initio* scheme". Thanks Four Counties for the original idea.

P.A.S.

YORKSHIRE (Sutton Bank)

Fortunately the only prolonged spell of good soaring weather this season coincided exactly with Competition Enterprise held at Sutton Bank for the first time. This was a great success (report in next issue). On the final day John Bally achieved the first cross-Channel flight starting from Sutton Bank, landing the far side of Boulogne. One or two of our local pilots will never forgive John for beating them to it. On the same day four club members completed flights in excess of 300km, the best achievement being 488km by Adrian Hatton in search of his third Diamond.

To add to the excitement, our Pawnee tug fell over the edge of the cliff following engine failure on take-off. Thankfully Alistair, our resident tug pilot, escaped with hardly a scratch.

However, the Northerns were held during nine days which were more typical of March. Greeted by a thunderstorm and seen off in a mini monsoon, competitors endured all forms of Met nasties in between. However wave and thermals did occur now and again providing two competition days and two other days of extended hill soaring.

P.L.

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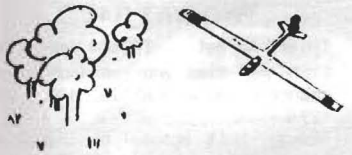
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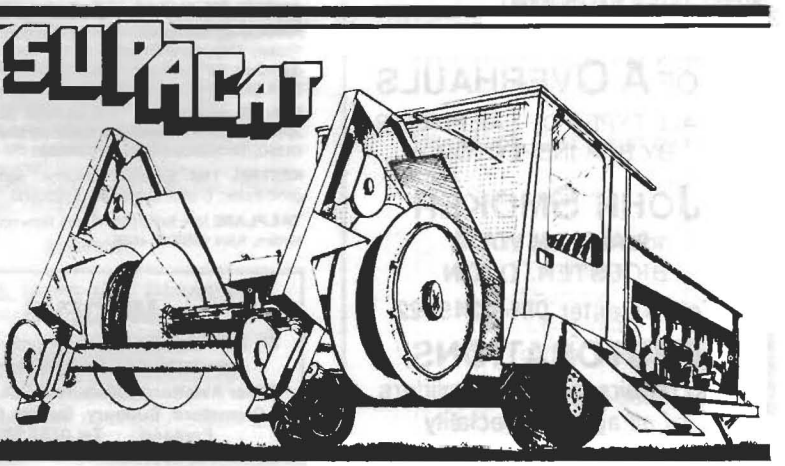
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COMPUTER PROGRAMS

BBC and SPECTRUM owners. Final glide to Lasham on your computer
The world-famous "Final Glide" program is now available for the BBC Model B. Not a game — an educational tool which involves map reading, thermal selection and practice at using the final glide calculator.
Choice of 5 glider types, 4 time scales and 2 experience levels.
SPECTRUM 48K £6.96 (cassette)
BBC32K £9.95 (cassette) or £11.95 (disc — state 40/80 track)
Contact Ken Stewart, "Iona", Oakhanger Nr. Borden, Hants.

SPECTRUM 48K cross-country gliding simulator. Full simulation of thermals and sink with instruments, cloud and position. Uses any joystick. £5.95 from Mike Butcher, Church Road, Wreningham, Norwich NR16 1BA.

LEARN TO AEROTOW ON YOUR BBC MICRO(32K)
"Aerotow" is a computer simulation from which you should learn the basic technique of aerotowing.
IT IS NOT A GAME — but an instructional aid developed by a gliding instructor. Choose rope length, rough or smooth air and sensitivity of control (either Joystick or Keyboard).
Aerotows are not cheap! Practice as much and as often as you like for £9.50 (cassette) or £11.50 (disc — state 40/80 track).
Contact Peter Disdale, 3 Gaskell Close, Holybourne Alton, Hants. Tel Alton 87146

GLIDER INSTRUMENTS

Repairs and overhauls carried out

Approved for PZL and Winter Instruments

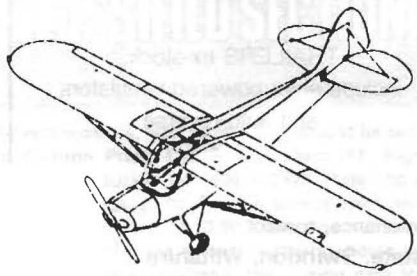
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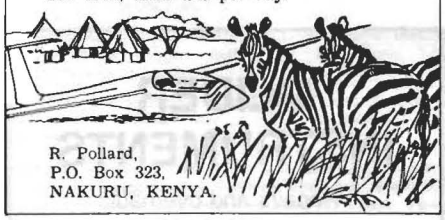
Contact:
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Meadowside, Leverington Common,
Wisbech, Cambs PE13 5JH
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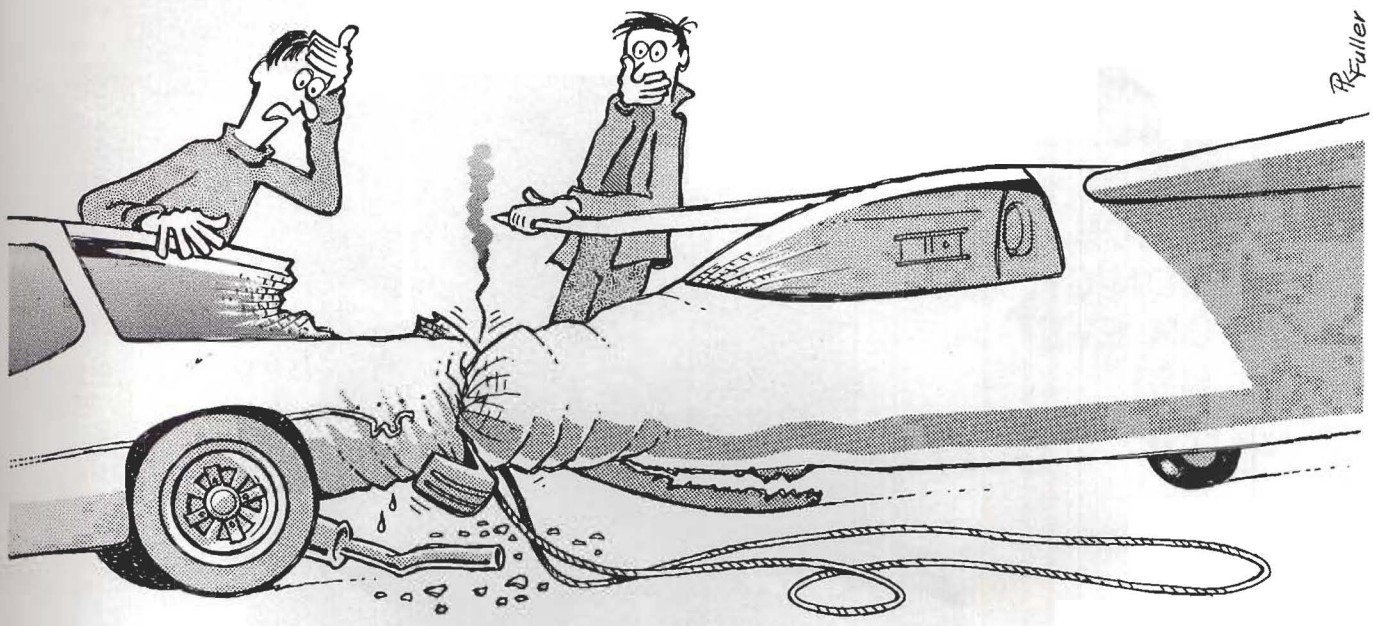
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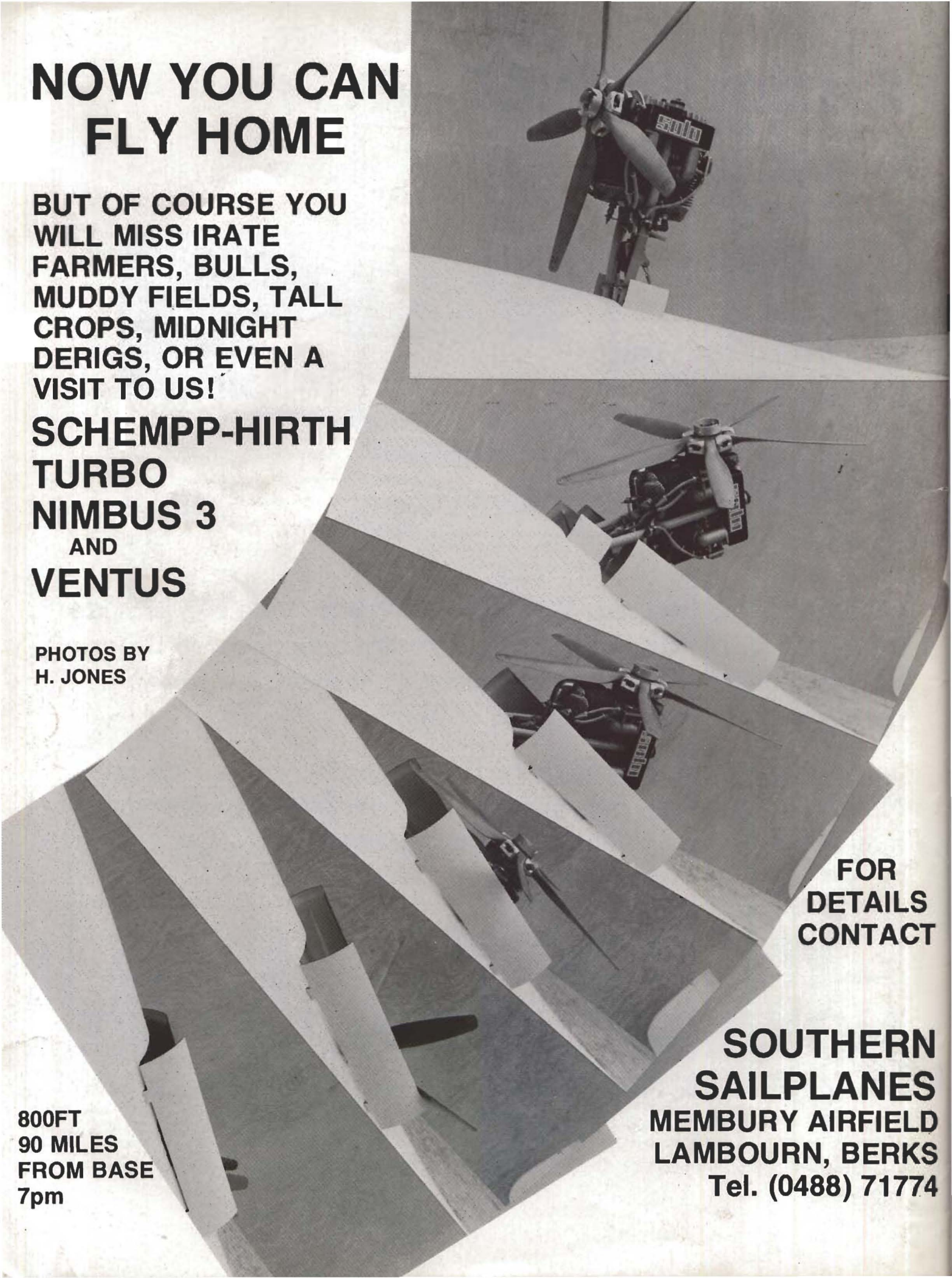
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