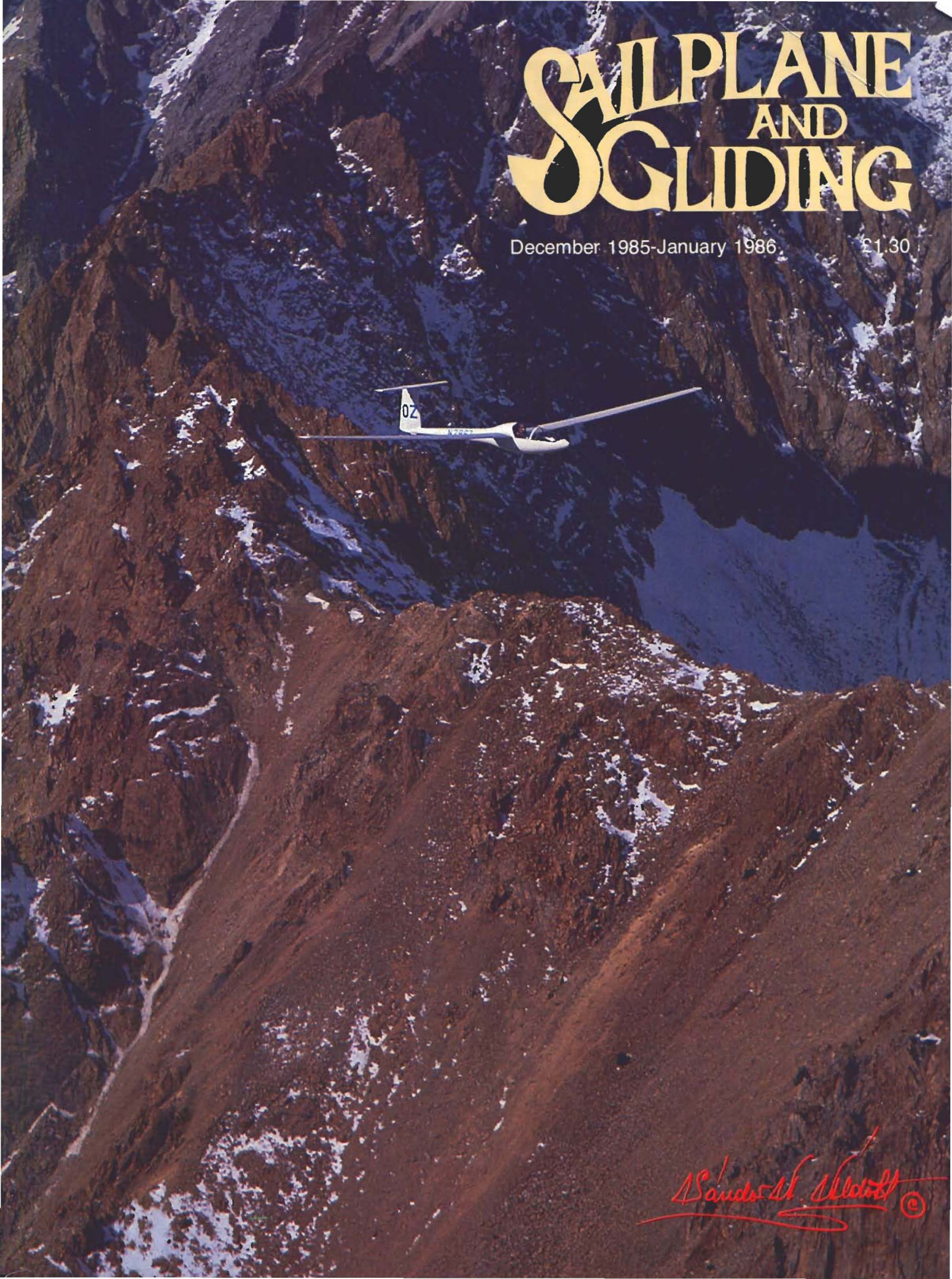
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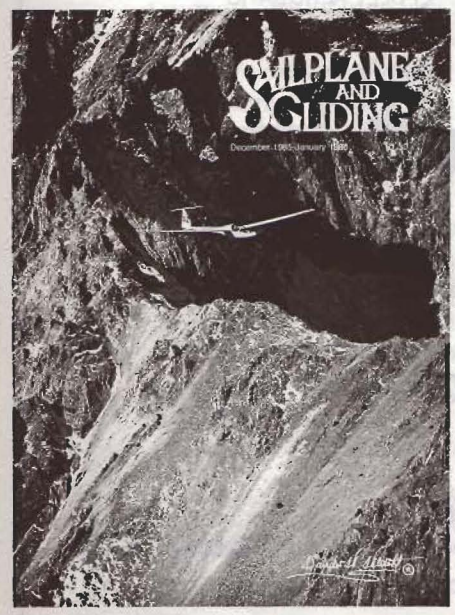
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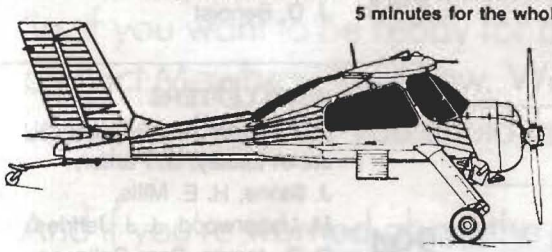
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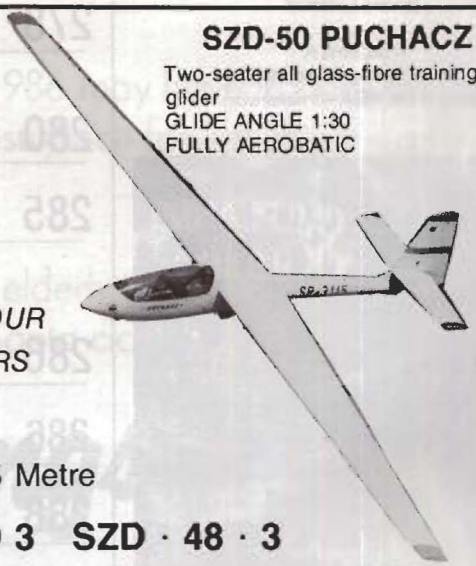
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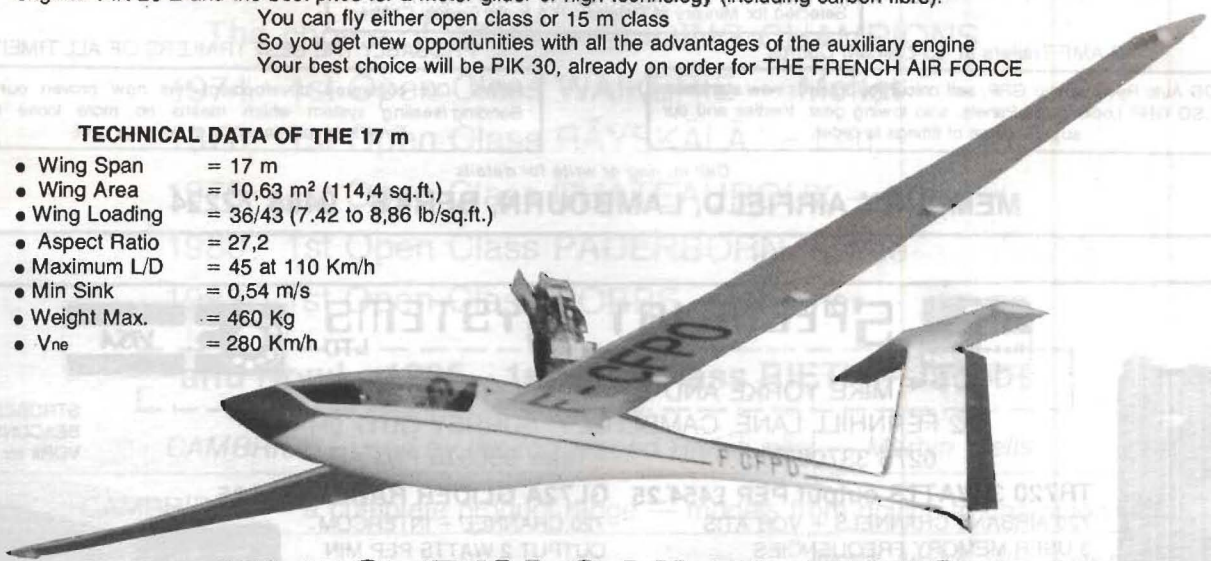
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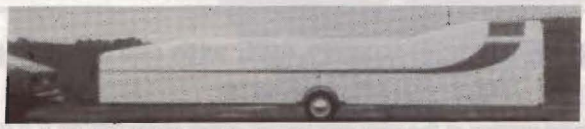
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ALAN SANDS

APPALACHIAN RECORDS

Recollections of a 1127.68km flight in a Nimbus 3 on May 7 which resulted in gaining the British National single-seater goal and return distance record and a British National 1000km goal and return speed record of 105.79km/h

We are a privileged bunch, we glider pilots. Just to be able to fly at all, perhaps, but also in the richness and variety of experience our chosen sport can bring us; the opportunity to see our planet in a way few other human beings can share, in all its infinite beauty.

Each of us has his own dream: to complete a Silver C maybe, or to win a competition. To soar in the Alps, or to search for wave from a frozen lake in the chill of a Swedish winter. I discovered my own almost by chance, in the spring of 1981.

I had long wanted to try flying in America, and with the pound at not-to-be-repeated heights this seemed like the time. But in early April, it was a little too early for those superb western thermals. It might just be worth trying that ridge site I had read about, somewhere in the Appalachian mountains. So I towed the Kestrel up there, and spent a week sitting in the rain. Depressing. Just like home really.

However, it gave time to study maps of the area, and come the first clear day, using both ridge and thermal for a 500km triangle, that last elusive Diamond fell. Two days later it was a height gain of 18 000ft and a 300km in wave. It dawned on me that there was no need to go anywhere else. For me, this was the place. I learned that no British pilot had yet flown 1000km: that seemed challenge enough to start with (Bill Malpas became the first to achieve this later that year).

And the flying was exhilarating. Half a wing-span above the trees, only a few seconds from a landing should the lift fail, tremendous speeds are possible along these ridges once you gain the confidence to make full use of them. This does not come easily as the slope is often surprisingly shallow, and the ridge top may be only a few hundred feet above the valley floor, which more than likely will look uninviting to the casual lander-out.

However, when the ridge is working well it is easy (and far more comfortable) to fly a little slower hundreds of feet above, where more of the spectacular scenery can be viewed without stress. Visitors from the British Isles will be astonished at the variety and numbers of the soaring population: every kind of hawk and eagle, buzzards, turkey vultures, and even the occasional osprey.

The ridge itself can be expected to work best from March to May and during September and October. A good ridge day will usually follow the passage of a cold front (from W to E) with the low pressure area to the N of the area. If there is also a high to the SW of the ridge system this can help to funnel the wind onto the ridge over its entire length. Of course, the longer the day the better the thermals will be, and the less the likelihood of extreme cold or serious snow showers, so April to May is the most enjoyable time to go.

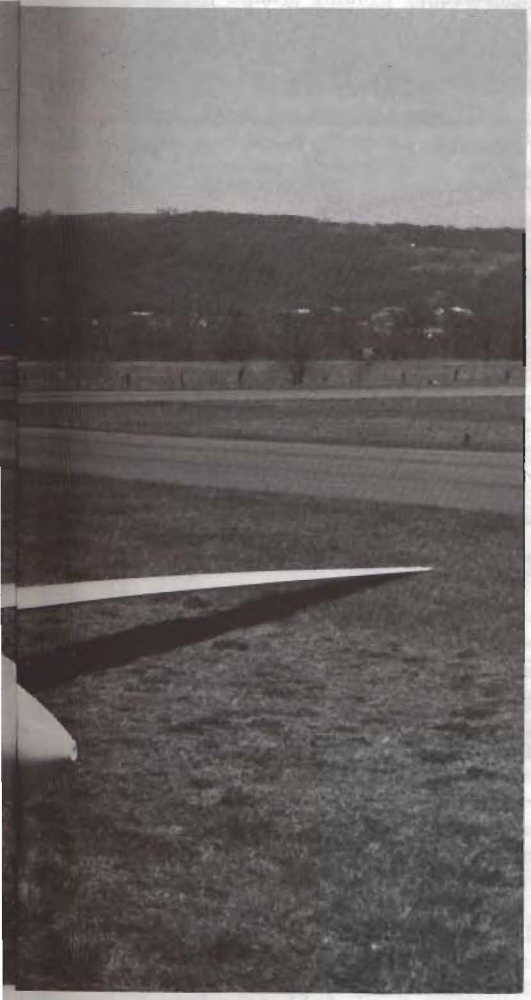
Alan photographed with his Nimbus by Brian Milner, his syndicate partner.



At this time of year, even if the ridge is not working, there can be plenty of opportunities to do 300 and 500km in thermals, and wave is also frequent. The operation at Ridge Soaring Gliderport is owned by Doris Grove and Tom Knauff, both world distance record holders along these ridges, and is more like a club than a commercial operation.

Since I first flew there I have had many wonderful flights along the Allegheny ridges — and over them too, sometimes with cloudbase up to 12 000ft. Among

them my first 1000km, in May 1982, to Bluefield and back; and a 300km O/R at over 150km/hr. One of the most memorable was a flight on the same day that Tom Knauff set the world O/R record. Although I did not achieve my goal, landing after some 900km because of snow showers, the flight was memorable because I contacted wave from the tow, and was able to fly the first 350km in it to Mountain Grove, in a near cloudless sky and without once turning. Tom, who climbed into the wave from the ridge at Tyrone and also flew it for 350km, said that it was the best day he had ever flown. With a 1647km flight in a little over 10½hrs, no wonder.



My latest flight on May 7 this year was to be an attempt on the national O/R record. These long flights are different from most other gliding from the start — to be ready for take-off at first light one must get up at 3.30 or 4.00am, check the weather reports, and prepare all the things needed for the flight — food, warm clothing, survival gear, emergency locator transmitter, waterballast (usually with antifreeze!) etc, etc.

On this occasion the weather was far from ideal, a front would go through cleanly, crossing the whole ridge area at the same time to provide constant ridge lift all the way; but it trailed back across the ridge to the S of Cumberland, causing us to delay take-off until 6.45am.

Three others trying for 1000km

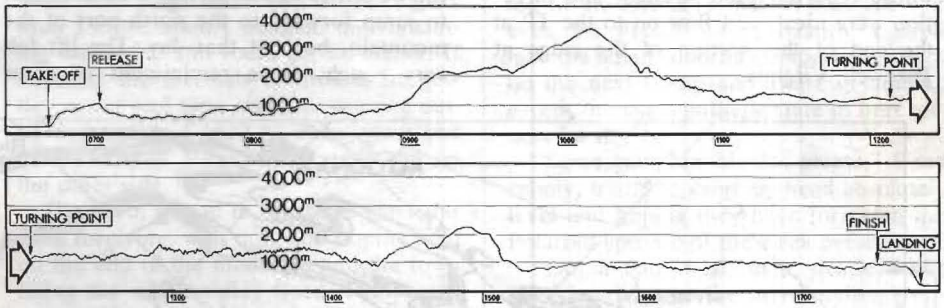
Tom was launched first in his Nimbus 3 to try for a long triangle. Then myself, also in a Nimbus 3, taking a 50km tow to start at Lock Haven. The ridge was working well enough to allow me to keep up easily with the tug as he flew back to Ridge Soaring where three other gliders waited, all to try for 1000km.

There was no sign of wave at Tyrone, and none at Altoona, the first gap, 100km from the start. Under an overcast sky, precious little thermal activity either. The next glider to be launched, an ASW-20F, arrived behind me before I could get the heavily laden Nimbus high enough to dive for the ridge on the south side.

Then flat out along the 27km of ridge to the Bedford gap. It was impossible to get high enough to clear the 16km gap, so I dolphined across, taking what little lift I could find and losing only 400ft. There was an obvious wave-gap upwind of the next section of ridge, but no point in wasting time trying to get to it — the wave in this area is generated by the lee-slope of the Allegheny plateau, which varies in its distance upwind of the ridge — better to use the ridge as far as Cumberland, where the plateau was nearer and where Tom had already climbed into wave.

Beyond Cumberland the ridge disintegrates into a series of small hills for some 32km, with few good fields, known to glider pilots as the "knobblies". Thermalling across here in the early morning can be difficult, so wave is a luxury not to be missed. I flew along it at about 5000ft, but Tom, who by this time was at Petersburg, reported that he could see the front only 80km ahead and there was no point in hurrying. He went as far as Snowy Mountain, decided that his task was unattainable, and turned back.

Meanwhile I had climbed while cruising gently along the wave. In the vastness of the empty sky, we did not see each other pass. The other three gliders were still north of the Bedford gap, so I was alone with 300km to go to the TP. I called the Flight Service Station at Elkins, West Virginia to check on the winds at Bluefield (25km north of the TP) but it was obvious from the report that the front had not gone through. There was nothing to do but wait, so I halted at Snowy Mountain, the furthest extent of the wave, gradually climbing to a Max of about 12 000ft. It was a pleasant enough spot to go for a picnic, at least, so I had a leisurely snack.



The frontal cloud was visibly moving though, and after a while Mountain Grove, some 64km to the south-west, was in sunlight and I judged it time to move on. The calculator showed that I had enough height to glide out the 112km onto Peters Mountain, to the south of the Covington gap, and so it turned out. The turbulence was fierce but the Nimbus, which takes more water than a fire-engine, rode through it comfortably enough.

'Tried to check on the wind before braving the section after Narrows, which is totally unlandable for 32km'

As I flew on down the ridge towards Narrows — a spectacular gorge carved through the ridge by the only river in the Appalachians which runs from east to west — I was under the rearmost edge of

the frontal cloud for a while. I slowed up and tried to call the Flight Service Station at Bluefield to check on the wind before braving the section after Narrows, which is totally unlandable for 32km, but got no reply. However, the lift showed no sign of failing.

Between Narrows and Bluefield lies Jesse's Knob, an offset section of ridge which requires one to gain height to go around the area of sink habitually found in its lee. As I could find no thermal to help, I came around the knob just below the top of the ridge and held my breath for a moment before the welcome surge of lift returned.

I was soon able to speak to Bluefield, whose reported wind strength and direction were ideal, so I flew on to the TP at the end of this section of the ridge at Tazewell, Virginia.

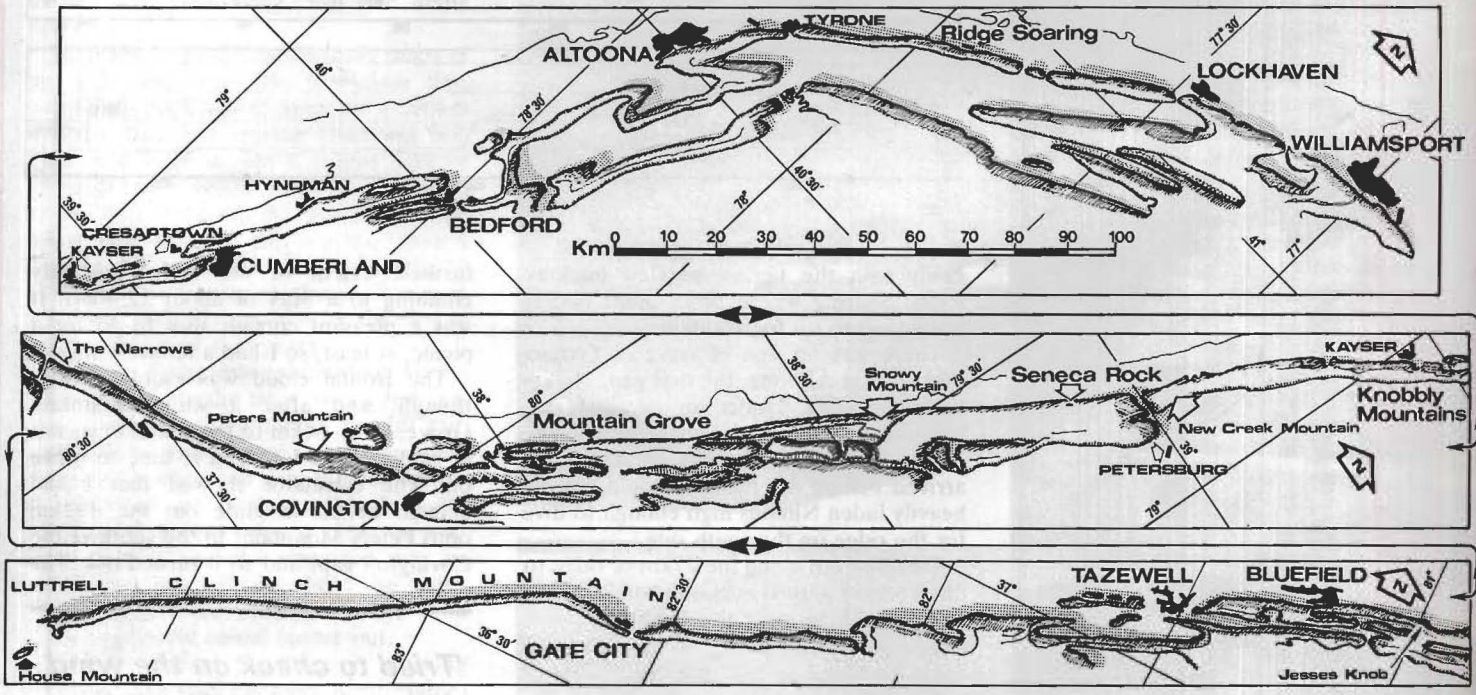
'I hoped my recollection of a large field thereabouts was right, as it was the only one for miles and I wouldn't see the ground beyond the ridge till through the cleft'

averages 4000ft asl along this stretch, it was ever-present. Past Jesse's Knob (no problem going north) I pushed the speed up, and by about 1250 was back at the north end of Peters Mountain. Here there can be difficulties in getting enough height to jump forward to the north part of the mountain, but not that day. The lift felt very rough, more reminiscent of rotor than of thermal, but with no cloud.

Still, lift is lift, and after about 25min I thought I was near enough to the south end of the next section of ridge to put the nose down and go for a cleft which should let me through near Mountain Grove. I hoped my recollection of a large field thereabouts was right, as it was the only one for miles and I wouldn't see the ground beyond the ridge till through the cleft. Low over a secondary ridge, and a minute later I was through the cleft below ridge-top height. Good, that field was there and the ridge, which I had not had to fly going south and which is rather low and broken at this point, was working. As I flew past the new hydro-electric dam and lake which now fill the valley, it was at least working though not well enough to be comfortable. 400km to go.

To the north the ridge is higher, and soon I heard another glider for the first time in 3½hrs; a Nimbus 2 who was 80km ahead of me, having turned at Mountain Grove. He reported the lift as being very strong, and I pushed my speed ever higher. The ridge climbs again into the lee of Snowy Mountain and I expected the turbulence and sink I had found there on previous flights, but this time all was smooth.

To the NE of Snowy Mountain runs the highest part of the ridge, and the most spectacular. Coming around the curve of the ridge behind Snowy Mountain, one finds a spur running NW from the ridge into the valley. Flying fast and low, it is



It was now 1210, five hours after the start, but the thermals there were non-existent, and I couldn't get high enough to go to the TP, 8km away, and back. I had to jump back to a small spur beyond the TP and rely on it to keep me airborne while taking the photos. From 500ft above the ground the features should at least show up well! After a while I scraped enough height to dive back around the end of the ridge, and a few nail-biting moments later was able to regain ridge-top height.

Back at Bluefield, a power pilot reported that the turbulence stopped above 7000ft, but on the ridge, which crossed with perhaps 20ft to spare, and the highest part of the plateau comes into view, higher than the ridge itself, looking like a huge breaker 96km long about to crash down upon the valley in between. This is the best area for wave, and indeed a wave camp is held every February at Petersburg. As there was no visible sign of wave I flew on up the ridge, over another spur at Seneca Rock (300km to go) and past the cleft in the ridge at Petersburg itself, intending to try for wave just to the south of the knobblies. Soon I was flying along the lowest part of New Creek Mountain, where it becomes lower even than a small subsidiary ridge in front of it.

At this psychologically delicate moment, the other Nimbus called to say that he had climbed into wave at Petersburg and had seen me fly below. Great! A little rotor now and I could be on the ground, I thought, and with nowhere much to land. From the south, the rounded bulk of the north part of New Creek Mountain looked insurmountable, but soon I was gingerly making my way up its slope and into the wave beyond.

Beyond lay total cloud cover

So for the second time that day the knobblies were to present no problem. I flew along the wave, passing Keyser and soon arriving at Cresaptown on the southern outskirts of Cumberland. Here a wave gap opened up and I could climb in clear air as I flew on to the north in the lee of the plateau. I should easily have enough height to cross the Bedford gap. That at Altoona had never given me any problems. Everything looked good until I arrived over Hyndman, at about 7500ft. The cloud to the north had closed in, and although there was one more small gap, which I made for, beyond that lay total cloud cover.

I tried to raise someone overhead Ridge Soaring to get a weather report, but had no luck until a passing airline pilot (who was tuned in to his favourite channel) relayed messages: blue sky and thermals up there, he said, but couldn't find out how far south they stretched.

Either way, there was no alternative but to let down through the wave-gap onto the ridge to the south of the Bedford gap. The Nimbus has brakes which are highly effective at higher speeds, even though the curve of the wing looks alarming, so in itself this was no problem, but it became clear that the cloudbase was too low to allow a straight glide over the gap. I closed the brakes and levelled up at near VNE near cloudbase, steering a compass course and clearing the lowest wisps of cloud about a third of the way across the gap. This seemed to be some kind of mini-front, not anticipated by the forecast, with such appalling visibility that I couldn't even see the ridge to the north. It was as though I had suddenly plunged from clear sky into some underwater world. Half way across I could pick up a four lane highway which ran towards the ridge, and shortly afterwards the ridge appeared, looking much too high. I joined it some 500ft below the summit, but this is a forgiving ridge with a two mile long spur descending to the valley floor to the south and it worked immediately. Phew!

The gloom persisted as I flew on up the ridge to Altoona, although at the south of the gap there was the slightest hint of a clearance to the north-west. After about 15min this had arrived and I was able to climb to 3100ft, 400 less than I needed to guarantee a safe arrival on the north side. Sink made me abandon an attempt to cross and I settled back onto the ridge. Meanwhile, I could hear a relieved Nimbus 2 arriving on the same ridge to the north of the Bedford gap, using similar means to my own. Some time later, after a second attempt to cross, I had arrived back below ridge-top height when the Nimbus 2 came in rather higher, caught a better thermal and soon made the gap. Despite dumping half my water, I was too low to follow the thermal as it drifted behind the ridge and could not get higher than 2900ft. Soon I dumped the remaining water, but still could get no higher. If anything the thermals seemed to be getting worse and time could be running out. In desperation I tried to cross again and finally arrived 300ft below ridge top on the other side.

The north side of the Altoona gap is far from forgiving, with only one sloping field on the end of the mountain and the town filling the whole valley floor. The mountain itself is high but rather flat and one must fly a couple of miles beyond the field before lift can be expected. Should the ridge not work I felt I could count on the high glide angle of the Nimbus to get me to some landable fields on the outskirts of the town, so I tiptoed around the end of the mountain and after a nerve-racking couple of minutes the vario needle started to move up again.

'I stayed a few hundred feet above the ridge . . .'

Another ten miles and the airmass had become clearer and more unstable with decent thermals as well as ridge. No more risks! — for the remaining 80km I stayed a few hundred feet above the ridge, flying past Karl Striedieck's Eagle Field and past Ridge Soaring, and glided across the line at Lock Haven shortly after the retrieve tug had landed there. At eleven hours from take-off to landing, this was my longest flight in more ways than one, totalling 1127.68km (700 miles) at 105.79km/h.

But long after the distance has been forgotten, the beauty of the flight itself will remain. Perhaps that is what makes gliding worthwhile for me. The image of mountains, rivers and villages sweeping endlessly past the wing under an electric blue sky will stay with me always.

TAIL FEATHERS

Platypus at the chemist

In the August Tail Feathers (p176) I mentioned the inadvisability of testing polarizing specs at the chemist's by wagging and revolving the head while staring up at the sky, on account of the imminent arrival of the men in white coats; it occurs to me that I am extremely lucky that my behaviour at the local pharmacy has not led to the arrival of men in blue coats or even the Plain Clothes Branch. I stroll into the small suburban emporium, intent on the next Comp and aware of nothing except the usual pathetic state of unreadiness for it.

"Some camphor blocks, please," I say calmly, trying to keep my head absolutely level and hoping they have forgotten the Polaroid episode of the week before.

"Got a bad chest, then, dearie?" she says, handing me the merchandise, shipped all the way from the People's Republic of China.

"Thank you, Madam, but my chest is in as good shape as your own." (A slight exaggeration, but never mind.) "If you are desirous of knowing my purpose, I intend to set alight to this stuff to make clouds of dense black smoke."

I notice she is edging towards the telephone, so I ask her for a notorious brand



Platypus asked for a notorious brand.

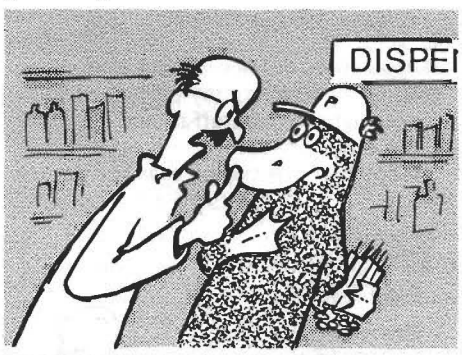
of cheapo hairspray which smells like a Bangkok bordello on a Saturday night, but fixes a trace in a trice at half the price. (I really don't know why I hire copywriters to do ads for me when I have all this unused talent.)

She is about to promote a brand more in keeping with my status as a mature company director and respectably-married

ratepayer of this parish, but thinks better of it and just gives me an odd look. I have no time to convince her that the only thing about me that is bent is my metal two-seater, following a groundloop.

The methylated spirits (for cleaning maps) and clear plastic bags (for you know what) go unremarked, as do the aeromodelling requisites: old-fashioned razor blades, please, not the new-fangled sealed-in kind, and soda-syphon capsules for CO^2 motors. The demand for castor oil is countered by advice that more palatable laxatives are now marketed; I say that what goes for my chest also applies to my bowels. I explain that I am about to take part in a Rubber Contest and that castor oil is a very good lubricant, though a mixture of soft soap and glycerine, carefully simmered for hours, is preferred by the *cognoscenti.* Mrs Platypus often tells me that my desire to explain things in detail is a mistake; in this instance she is spot on.

The last straw is when I ask for hypodermic needles — to make tiny droplets of glue for the construction of microfilm models. My eyeballs are carefully scrutinised for signs of addiction and/or criminality; the proprietor is hauled out of his backroom and I am interrogated at great length.



Eyeballs scrutinised and interrogated at great length.

However I doubt if anything compares with the scene that must have taken place years ago when George Burton found the ideally resilient material for making total energy diaphragms . . .

It's throwing up time again or, hit and myth

Rhoda Partridge (see letters in the last issue, p224) "wants to write about some of the crazy happenings that gliding throws up." I think she really means she wants to write about some of the crazy *people* that gliding throws up. (They don't normally stay thrown up for long — indeed the really crazy people get thrown out, or even carried out.) However, it is splendid to hear that Rhoda is active, though semi-retired from gliding. It *is* a good idea to retire first before writing about gliding's weirdos and crazies. Why didn't I think of that? I'd spend less time examining the ship for sawn-through elevator cables and glue in the vario.



The really crazy get thrown out.

Anyway, Ms Partridge gives us an example of the sort of thing she is looking for — an Oly 463 pilot flies from the Mynd to Yarmouth and the crew arrives with trailer yonks later to find another Oly already in the box. Well, when I heard it first the Oly 463 hadn't even been built (there's a snide put-down for you!). It was an Olympia 2 or 2B and the damn thing had just made it to the bottom of the ridge at the Mynd, a million miles away from the North Sea. It does go to show, however, the way myths encrust and embellish a good story — and why not indeed? I've never known a good true story that couldn't do with a bit of improvement.

Someone else can rush in and correct me, but I believe the oafs on that retrieve story were from Cambridge University, the home of lost gliders (as distinct from Oxford, the home of lost causes) and the source of more crazy stories than anywhere. All of them are true, too, though again the fisherman's long arms may have to stretch a bit to accommodate them as time matures them (the stories, not the pilots — they never mature).



Fisherman's long arms stretched a bit.

Should Rhoda run out of myths (and it could be interesting for a historian of her stature to find when the original event occurred — if ever — and how many different forms it took on its long journey into legend) then I'll promise to make up a dozen or so to order, provided the price is right.

But honestly, there was this bloke who'd heard chaps boasting about "hangar-flying", so he flew a K-8 into the hangar at Dunstable and the green paint on the clubhouse bore witness to the fact that he was still more or less airborne as he hurtled into the hangar. Mercifully he caught his wing on the bar, which ground-looped him into the hangar sideways and backwards, slowing him down somewhat and probably saving his neck until JJ came and broke it for him . . .



Airborne as he hurtled into the hangar.

Platypus would like to see you at the BGA Conference at Harrogate from March 1-2. See the enclosed booking form for full details.

BACK TO BASICS

Part eight of this series, aimed principally at *ab-initios* and instructors, is on Aerotowing

Of course the great advantage of aerotowing, compared with any other form of launching, is you can release at whatever height you like (or can afford) and you can be towed around to cover a large area so that you can almost always release at a favourable moment when you are in lift. It is also practical to operate from a relatively narrow strip of moderate length compared with the length of run required to have satisfactory launches with a winch or towcar.

Unfortunately it requires a fair degree of skill from the pilot so that an absolute beginner must accept that on an early flight the launch is one of the parts of the flight that he won't be able to do.

At the start of the take-off run, the key things are to keep the wings level and keep directly behind the tug. Keeping the wings level will require large movements of the ailerons at first because the low speed means poor control. Normally the towrope will help to keep the glider straight but inevitably some swing may occur and need correction. Of course the swing may be in either direction and at the same time either wing may drop. So the two controls, stick and rudder, have to be used quite independently while the aircraft is on the ground.

With both controls you will probably need a large correction to stop the swing or wing drop, followed by quickly reducing the movement once it is taking effect, or you will end up with a wing on the ground. Always be ready to grab the release knob to release the rope if a wing drops and you are unable to pick it up off the ground almost immediately. Since the take-off and landing runs are so short, it is difficult to get much practice at steering on the ground which is a vital part of learning to glide. Therefore, it is useful experience to deliberately steer off to one side or the other after landing just for the practice.

During the take-off it is important to get the glider up onto the main wheel as soon as possible to reduce the ground resistance. With the older machines such as the K-7 and K-13, and ones fitted with a nose wheel like the K-21 and Grob 103, this is a matter of easing back on the stick to lift the nose off. When the main wheel is ahead of the C of G, as on the K-6, K-18 and most of the aircraft having a retractable wheel, this will mean moving well forward on the stick to get the tail off the ground.

A small backward movement may be necessary to help the glider unstick but do not try to pull it off the ground before it is ready to fly.

Because the towplane is accelerating all the time, the glider will tend to climb once it has left the ground. To stay in position without climbing the glider has to be flown more and more nose down. **Do not try to keep too close to the ground.** Try to keep about four or five feet up, say level with the top of the tug, and watch the tug and not the ground in front of you. If you try to keep very low you will often start to oscillate and perhaps even fly into the ground heavily. This is far less likely to happen if you fly a little higher. Watch the tug and try to fly steadily keeping the wings level in the normal way using the stick and rudder together. In particular, if a wing drops pick it up immediately with a **firm** movement of the stick and rudder.

Most likely cause of serious towing accidents

Once the towplane has left the ground it may either start to climb away immediately, gathering climbing speed as it goes, or it may be held down, flying level to gain speed. As it starts to climb you will need to nose up to follow him or you will be left in the turbulent wake. If this happens you will probably have difficulty in keeping the wings level as the wake will buffet you and tend to make a wing drop. Be very careful as you move up into a normal towing position. Moving up too quickly and so getting too high is the most likely cause of the very serious towing accidents where the tug aircraft is pulled out of control into a vertical dive by the glider.

Contrary to general opinion this problem is almost certainly initiated by the glider pilot keeping *too* close to the ground just after take-off. As the tug climbs away accelerating upwards rapidly because of moving up through the wind gradient, the glider pilot suddenly finds himself far too low and in the wake. Then as he in turn moves up through the gradient his seemingly small movement on the stick results in a very rapid zoom up into a position which is far too high for safe towing. This can be further exaggerated by towing on a release hook which is close to the C of G, especially if the glider is being flown by a light pilot so that the normal stability is reduced. So watch the tug and not the ground and do not get left too low as he starts to climb. Above all make any movement upwards in small steps instead of trying to move all the way in one go.

The exact towing position is not very critical but it is rapid changes which are dangerous. Although some instructors still teach keeping the towing aircraft in a certain position in relation to the horizon, it takes no longer to learn to recognise the position by the look of the tug. In any case you will have to do this on many occasions when the horizon is completely obscured or in hilly country. The position of the tug in relation to the horizon varies considerably with the power of the tug. It will be well above the horizon with one type and a little below with another which does not climb so steeply. Many towplanes have a paint line from nose to tail down the fuselage. The glider will be well clear of the wake as long as it is not below the extension of that line. Often it is easy to note the exact position of the tailplane against the wing or the top of the fin in relation to the cabin and by maintaining the same view of the towplane you will stay in position.

Once you have established a suitable position, another way is to note the exact relationship between the nose of the glider and the towing aircraft and to keep this constant. This method is particularly suitable when the glider has a long nose so that the position of the tug can be sighted more easily. By keeping the tug in the same place on the canopy and moving it back into position each time it varies, it is very easy to hold station. Most experienced pilots are not really aware of how they keep their positioning and they probably use a combination of all these methods.

Holding position is often a problem for the beginner and it is best to make a number of flights before attempting the tow. By then the co-ordination of the stick and rudder will be well established which will make keeping in position much easier. It is true to say that if you could keep the glider's wings parallel with those of the tug you would stay in position, but it is a mistake to think that then you only need

the rudder to keep lined up. Try to use the normal co-ordination of stick and rudder all the time on tow. Using the rudder alone to keep behind the tug at best creates a lot of drag. But with many types of glider which have weak lateral stability it simply does not work.

Make tiny corrections to prevent getting out of position

Because of the relatively high towing speed, the elevator will be super sensitive. The ideal is to make tiny corrections to prevent the glider from getting out of position. Always move up or down very slowly and in small steps rather than attempt to get back to the correct position in one movement. Make a tiny control movement in the direction you need to go and then check it with a counter move.

If you try to move down quickly the glider will gain speed and tend to overtake the tug, making a bow in the rope. If this comes tight with a big jerk it will cause a nose up pitching movement and you will usually arrive back too high with more slack in the rope. If a very bad bow occurs it is probably best to release the rope rather than break it a few seconds later. However, with experience, the shock of jerking the rope tight can be relieved by lowering the glider's nose just as the rope is tightening. This speeds up the glider preventing the snatch. Usually this will necessitate going down into the wake for a few moments but it saves the rope.

If the glider gets too low, again it is important to move up slowly. Moving up puts an extra load on the rope and therefore it is unwise to make any movement upwards if there is about to be a jerk from a slack rope. The combination of the jerk and pulling up is the most common time to break a rope.

All these problems are eliminated by holding the position accurately and avoiding large elevator movements. **Don't over-control.**

Keeping in line with the towplane is largely a matter of responding very quickly whenever a wing drops. Unlike the elevator control which usually is much more sensitive than at gliding speeds, the main effect on the ailerons is that they become very much heavier. Try to sense when a wing drops and apply a firm movement of the stick and rudder together to bring the wings level quickly. Unless you make the correction very quickly you will find your glider moving out to the side. If you are still learning to tow do not try to get back behind the towplane. Just bring the wings level, or to the same angle of bank as the tug ahead if he is in a turn. If you try to get back into line straight away you will over-shoot the position and start to swing from side to side. Just bringing the wings level will stop any swinging and you will find the glider gradually being pulled back into line.

Concentrate on position with your eyes on the tug

The handling necessary to fly back into line quickly is not simple. It involves initiating a small turn towards the tug and then reversing the turn neatly as the correct position is reached. Until you can manage the whole tow unaided you will find it easier just to bring the wings level and let the glider do the rest.

During the tow the tug pilot is responsible for the look out and until you are experienced you should concentrate on the positioning and keep your eyes on the tug. For training purposes it is usual to tow up to a definite height, so a very quick glance at the altimeter is necessary from time to time. As you come up to the release height, always have a quick glance round to make quite sure that you will be clear to turn off after releasing the rope. Pull the release knob twice hard, watch the rope and make sure it has gone, and then pull up into a climbing turn in the direction you have chosen. In the UK the turn may be made in either direction. **Never** put an extra load on the rope before you release and **never, never** start your pull up and turn before you have seen the rope has gone. Otherwise you will stand the towplane on its nose if the release fails to operate or if you pull the wrong knob by mistake.

Immediately after release it is wise to check your position in relation to the gliding site. Your ears have become accustomed to the much higher towing speed and anything much slower will sound and feel dangerously slow. Make a point of slowing right down almost to the stall before re-trimming to your cruising speed or you will find yourself continuing to fly far too fast and unable to soar.

In soaring conditions it is almost always better to release in lift rather than to tow up to a set height and find yourself in sink. About 300ft below your chosen launch height be ready to release immediately the variometer shows an abnormally high rate of climb indicating that you are in good lift. Even then you will probably have to back track to re-find the lift. At towing speeds the variometer lag and the distance taken to turn after release will usually have taken you well past the area of lift. Never wait for the best indication before getting off tow. Therefore, as a general rule, see the rope has gone and then pull up into a tight turn, straightening up a little after you have turned through 180° or so. After a few seconds you should be back into the area of lift you meant to release in. If you do not release in lift the chances are that you will find yourself in sink wasting hundreds of feet searching for anything to keep you up.



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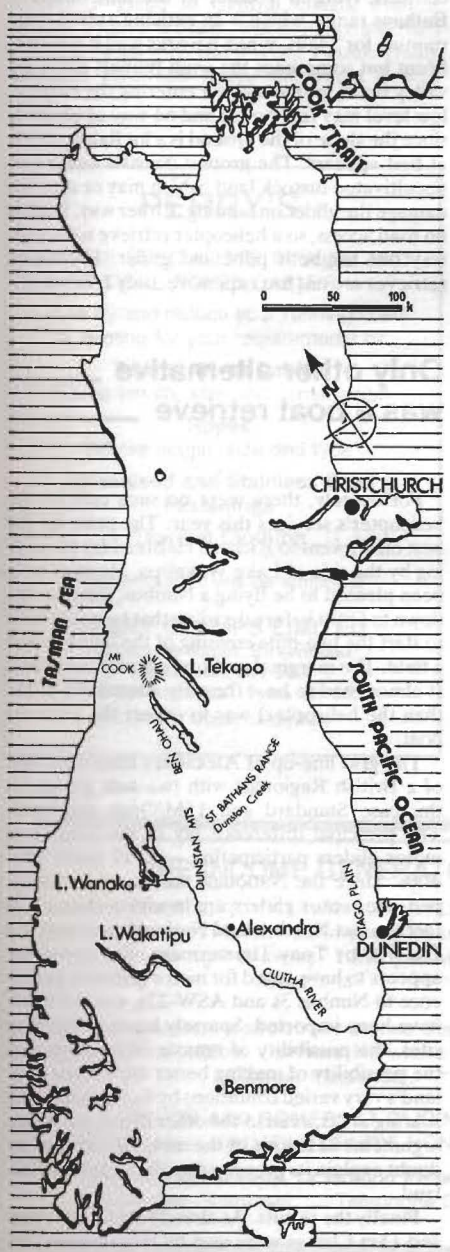
CHRIS GARTON

A POM IN THE ANTIPODES

An account of flying an ASW-17 in the 1985 New Zealand Nationals and ending up 2nd in the Open and 3rd in the combined Open/15 Metre Class

Cruising at 13 000ft in the lee wave off the Ben Ohau range during the return leg from Mount Cook to Alexandra, I found a particularly good climb which took me to 18 000ft, thus offering the prospect of a very fast run home for the last 96km. With 32km to go, still at 6000ft and 110kt, my track was taking me along the lee of the Dunstan mountains, where the wave had been lying on the outbound leg. I was even wondering how to get down in time to cross the finish line when suddenly where there should have been lift was only sink, violent, unrelenting sink. In little more than a minute, survival had become the imperative — survival meaning not so much staying airborne as ensuring there was landable terrain below.

In these conditions, 2000ft will take you next to nowhere. The sky gave no clue as to what had happened, or what to do about it. In sheer disbelief at this calamitous change in circumstances, I had no choice but to turn at right angles away from the rocky foothills of the Dunstans, out over the valley, where at 1500ft and still 24km from home a weak thermal materialised under the grey evening overcast. After that scare I took this climb to 4500ft for safety, only to find lift all the way back, because this — of course — was where the wave had moved to.



I had flown the first half of the outbound leg to Twizel in the Dunstan wave, and now, down below 10 000ft and with increasing cloud cover and rain and snow showers ahead, it seemed prudent to abandon the wave and descend onto the Benmore range, where 6000ft would certainly be available. This would be enough to reach the TP, photograph it without the risk of it being obscured by cloud, return to the Benmores and ridge soar back to Alexandra. This all worked as planned, and I was quite pleased with my speed of 110km/hr for the task. That is, until the results came out. The winner, Ray Lynskey, had managed a staggering 150km/hr thereby diminishing my speed points almost out of sight. This was the first day of the 1985 contest. As the week progressed, and with it one's learning curve, I began to notice that the shower cloud spread out generally did not reach Twizel, since the wave broke it up just a short distance upwind.

Forced to creep away on weak thermal

The biggest task was a 435km triangle with a TP at Lake Tekapo, 112km north of Alexandra. The wave had not been working coherently in the Alexandra area so that most of us had wasted time on abortive starts before being forced to creep away in weak thermals in the face of approaching showers which threatened an end to proceedings, only establishing in the wave half way or more along the first leg. So I was surprised to chance upon Dave Speight (Ventus) at the TP, taking his photos at exactly the same time and height as myself and equally surprised to hear on the radio from Errol Shirtliffe, who had landed by Lake Tekapo, that he could see us from his field as we did so. It is always galling to watch other gliders pass over you after you have landed. For Errol it must have been an especially bad moment, since we were both at 15 000ft. He later told us that the surface wind was being recorded by the local weather station as 65kt, and that to help keep his glider secure he had filled the cockpit with rocks from the field, and likewise weighted down his wingtip.

My introduction to New Zealand gliding had come quite unexpectedly in January 1981 in the form of a postcard from David Carrow, offering me the use of an ASW-17 the next time the New Zealand Nationals were held in the South Island. David had been flying the ASW-17 himself in the 1981 Nationals, but, having decided to retire from contest flying thereafter, had arranged with the glider's owner, David McCracken, for another Pom to have the next opportunity. The only seeming drawback to this splendid offer was that the next Nationals to be scheduled for the South Island would not be until 1984. This was because even though the soaring may be better in the south, the majority of New Zealand's glider pilots live in the more populous North Island. Travelling to a contest in the "other" island involves a road journey of at least 12hrs, plus a ferry crossing of the Cook Strait — the equivalent of holding the British Nationals in the south of France. Hence only one Nationals in three is usually held in the South Island.

I had long been attracted to the concept of gliding in the Southern Hemisphere as an escape from the English winter. The obvious choices seemed to be Australia and South Africa whereas New Zealand I had not seriously considered. From what little I knew of the country, I suspected it would mean hilly terrain, small fields crammed with sheep, low cloudbases and mediocre thermals, with wave serving only to make it all more tricky. Fortunately David Carrow was able to disabuse me of this notion, otherwise I might have let the opportunity lapse, thereby depriving myself of some of the most challenging, varied and spectacular gliding in which I have ever participated. As I was to find when 1984 finally arrived.

A brief description of the topography of the South Island may help to explain the soaring quality and diversity. Taking a line across the South Island from the west coast, we find densely forrested slopes rising from the shores of the Tasman Sea to the mountains and glaciers of the main divide, some such as Mount Cook

(12 200ft) being snow covered the year round, then falling away to 7000 to 8000ft mountains interspersed with turquoise blue lakes. These in turn give way to the lower ranges and semi-arid conditions of Central Otago, tussock covered uplands baked golden brown in the sun, gradually changing to the hills and green plains of the east coast by the South Pacific ocean.

All these changes, which occur within a span of only 150 miles, are climatic as much as scenic, exerting their own influences on the soaring meteorology. The west coast, with its extensive cloud cover and heavy rainfall, is not used for competition gliding, but in Central Otago, which includes Alexandra only sixty miles away, the thermals have all the vigour of their southern European mountain counterparts, often rising to 7000ft, sometimes 10 000ft or more. There are long ridge runs, valley winds and convergences, sea breezes and other airmass changes, plus the wave, all of which can be encountered and perhaps used on any one flight. Tactical choices continually present themselves, not just as to which cloud to take or which track to follow, but which soaring medium to use. It is like having an extra dimension to consider.

The outcome of the 1984 contest for me was that when the decision was made that, as a break with tradition, the 1985 Nationals would again be held at Alexandra, the prospect of returning for a second competition was too good to let slip. As in other mountainous areas in which I have flown, there is a great deal of local knowledge to glean, especially for one whose background is chiefly that of flat country soaring. My 1984 pre-contest experience of the area, and of the glider, had consisted of just one flight. Now, armed with the previous year's knowledge, I reckoned I had the chance to return and do well.

'The most critical phase was staying in the lift while cruising when the wave wasn't marked . . .'

But any chance I may have had of winning was soon demolished by the weather. Whereas the 1984 competition had been flown primarily in thermals and ridge lift, in 1985 the wave was predominant, so that there was a whole new game to learn. Though using the wave was scarcely ever essential to complete a task, since good thermal or slope lift generally coexisted with it, the winners flew in wave exclusively on six of the 11 contest days. How did they do it?

The profile of a model winning wave flight would follow this pattern. After release, thermal 8km upwind to the lee slopes of the Dunstan mountains. Climb in the strongest thermal you can find until the lift becomes smooth, usually about 6000ft and the transition wave occurs. Continue climbing to 12 000ft or so to establish the strength and orientation of the lift, then pull out the airbrakes, dive through the startline and head straight back to the Dunstans to repeat the performance. When satisfied, continue to climb to 15-17 000ft and set off. Take care not to fall out of the wave, otherwise you may need a further climb to complete the task, or even be forced to use thermals.

Easy – once you know how. The most critical phase was staying in the lift while cruising when, as often was the case, the wave was not marked by cloud and its position was not obvious from the ground contours. The wave typically lies parallel with the principal task routes, hence losing the line of lift would prove expensive in terms of wasted time. In these conditions, the two local experts, Ray Lynskey and Terry Dolore, winners of the Open and 15 Metre Classes respectively, proved quite unbeatable. Though they did not pair fly, they invariably produced near identical speeds, leading one to wonder whether they had achieved some max possible level of expertise in using the Central Otago wave. For most of us, however, who had not yet achieved such a level of proficiency, each wave day provided a fascinating opportunity for experiment and, one hoped, self-improvement. That this process was not without its excitement and its pitfalls may be seen from the three incidents already related.

Each wave day an opportunity for experiment

New Zealand is of course renowned for its wave, though not, it seems, in January, the time of the contest. This is because the westerly flow pattern which generates the best wave has usually broken down by the New Year, to be replaced by more anticyclonic conditions. In that sense the 1984 contest weather had been more typical, notwithstanding the minor aberration of the storms that left Invercargill flooded for nearly a week, but despite which we managed nine contest days. The 1985 weather was dominated by nearby depressions which gave the synoptic charts as doom-ridden an appearance as those at Greenham Common in 1981 and other similar British competition disasters. In fact the depressions served to maintain the westerly flow, thus ensuring a plentiful supply of wave, even though it fell short of the 200ft/min climb rates at which the New Zealanders start to become enthusiastic. Nor did the proximity of the depressions inhibit the thermals, except that cloudbases were sometimes too low to permit tasks to be set into the higher mountains on the non-wave days.

For this reason, my best thermal soaring memories belong to the previous year's contest, which included my own personal best speed of 121km/hr on a rough windy day of ridge running and cloud street flying, and a magnificent 500km triangle entirely in thermals through some of the South Island's best known scenic areas. On that evening, Mount Cook by the first TP, was still visible from the final leg, over 192km distant, before a last climb to 6000ft gave me the height to cross the last ridge and contour fly down the slopes in the shadows back to Alexandra.

This year the most interesting thermal flights occurred when cold air had filled the valley around Alexandra producing only weak thermals and hill lift to less than 3000ft. The better conditions were all in the next valley, but there was a 5000ft high range of hills blocking the way. Some pilots took the plunge through the Clutha Gorge, the first available gap. Only two connected with the convergence here, the others having to land. Some of us took a more conservative route, trickling along the lower slopes in weak conditions until higher up the valley where the crossing was less risky. It was a slower route, but this mattered little since only six pilots completed the task that day. All those who succeeded were rewarded with a 10 000ft cloudbase only 48km along track which made the rest of the task a delight to fly.

Outlandings generally do not present a problem since in most parts of the task area the paddocks are plentiful – paddock being the Antipodean word for a field, as in Australia. As in most mountainous areas there is still scope for giving yourself an interesting retrieve. The most famous trap around Alexandra is at Dunstan creek, or Chopper creek as it has become known in the contests, lying in a valley at the foot of the St Bathans range, which is an enticing 7000ft ridge running for 24km. When it works well it is magnificent but sometimes the wind funnels along the valley floor, so that a glider entering the valley at low level may find no lift and no way of escaping since the slope of the ground is a lot flatter than it at first appears. The ground consists entirely of uncultivated tussock land, which may or may not damage the glider on landing. Either way, there is no road access, so a helicopter retrieve is the only way out for both pilot and glider. Helicopter retrieves are not too expensive, only £500 or so.

Only other alternative was a boat retrieve

Fortunately, there were no such calls on the helicopter's services this year. The prize for the best effort went to Richard Halstead for his landing by the side of Lake Wakatipu. He must have been pleased to be flying a Nimbus, since he was down to 600ft before deciding that he would have to start the two-mile crossing of the lake to reach a field. The marginal aerotow out was successful. It almost had to be – the only alternative (other than the helicopter) was to collect the glider by boat.

The grid line-up at Alexandra resembled that of a British Regionals with two task groups, in this case Standard and 15M/Open combined. The principal difference lay in the number of motor gliders participating – six 17 metre DG-400s. Since the Nationals scores are handicapped, the motor gliders are in with a chance – in fact the last North Island Nationals was won in a DG-400 by Tony Timmermans. The movement appears to have opted for motor gliders in preference to Nimbus 3s and ASW-22s, none of which have been imported. Sparsely located launching sites, the possibility of remote outlandings, and the possibility of making better use of New Zealand's very varied conditions by flying to different soaring areas, even to the other island, are strong arguments in favour of the motor glider, and no doubt explain its growing popularity in New Zealand.

Finally the results. As already noted, the Open and 15m Classes were won by Ray Lynskey and

Terry Dolore, largely through their superior wave flying skills. The Standard Class by Peter Lyons (LS-4). I was pleased to improve on last year's 5th place, finishing 2nd in the Open and 3rd in the combined Open/15m list. This I attributed to scoring well on the thermal days, and whilst I lost speed points heavily on some of the wave days so did many of the other competitors. It also helped to have a first class ship. As a former Nimbus 2 owner, I was intrigued to note that my ASW-17 had a slight edge on the Nimbus 2s, both in the climb and on the run.

To fly in the New Zealand Nationals two years in succession has been a very great privilege. The contests are well run, frfendly, and the competition is spirited. The soaring is of outstanding variety, flown against a backdrop of magnificent scenery. If I have tended to wax somewhat lyrical, then I make no apologies. The journey from southern England to Central Otago, even if travelled without a break, will not take less than forty hours each way. But it is one I would gladly undertake time and again: the effort is well repaid.

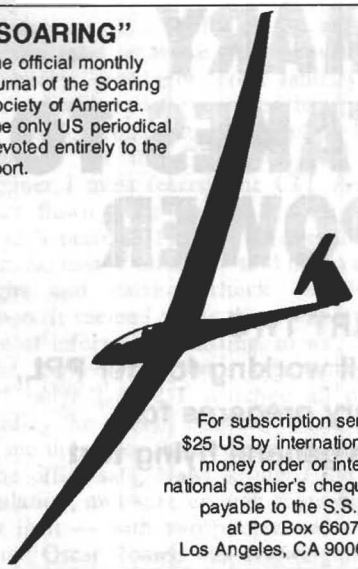
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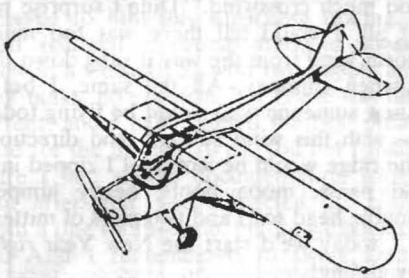
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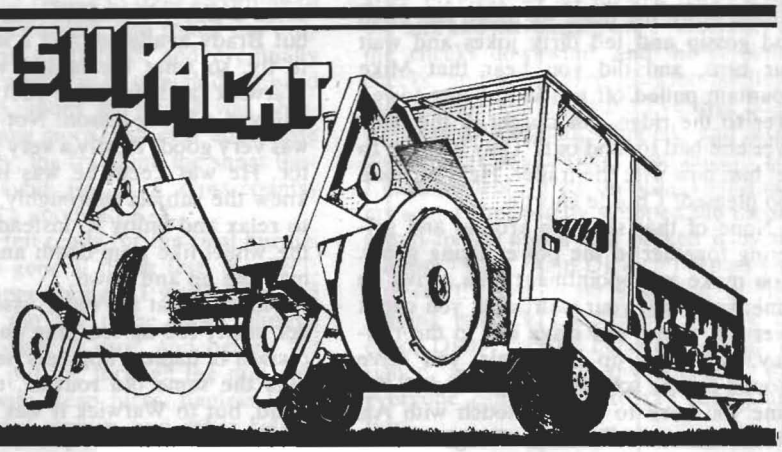
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MARY TAKES TO POWER

PART TWO

Still working for her PPL, Mary prepares for the general flying test

John Loveridge phoned on New Year's Day to say "Forget about coming in today for your general flying test, Mary. There's too much crosswind." Didn't surprise me at all, I could tell there was too much north wind from the way it sang down the kitchen chimney. All the same, I bet I knew someone who *would* be flying today — with this wind strength and direction, the ridge would be working! I zipped into ski pants, moon boots, heavy jumper, double head scarf and two pairs of mittens ... today we'd start the New Year *right*, by gliding!

Sure enough, I could see them towing off the ridge field near the M40, and there was one cruising down the ridge and another turning near the Chinnor Cement Works. Hurray! I parked the Ford down a muddy lane and walked across to meet the gang from Booker, huddled together against the keen north wind like a small crowd at a farmers' auction. It was grand to be gliding again, even before you get up in the air. We suffer together, we stand around and freeze, we push each other's gliders down the field, we moan and bitch and gossip and tell dirty jokes and wait our turn, and did you hear that Mike Fountain pulled off too soon being towed over to the ridge, got caught in the curl-over and had to land out? They've gone to get him now with the trailer. He'll be none too pleased! Chortle chortle.

None of that standing around and suffering together in the power flying game. You make an appointment, you arrive on time, you meet your instructor, you check over the plane, you drive out to the runway, you drive up in the air, you drive around for the scheduled hour, and all the time you have to keep in touch with Air Traffic on the RT; "Zulu Tango, downwind," "Zulu Tango, turning base," "Zulu Tango, ready for departure." On my first solo I didn't have the terminology under control (I still don't) and I squeaked "Please can I go now?" which is considered inappropriate. Must have disconcerted the controller, for he said "Zulu Tango cleared to take off" and there were two guys coming in for a landing! Another time I had been cleared to land, some jerk came swanning round and cut in front of me with never a word on the RT. "It's only an advisory service at Wycombe" they told me, when I waxed indignant at these lapses ... Moral: if Air Traffic Control says it's clear to land, or whatever, It Aint Necessarily So.

Most of the time the glider folks and the power boys at Wycombe have very little to do with each other. The restaurant and bar at Booker are usually full of disreputable gliding types who monopolise the facilities, making the other users of the field feel they are trespassing on our turf when all they want is a beer and a sandwich. This is, actually, a bit of a problem. But occasionally individuals do cross the invisible social barriers, like Warwick Brady. Warwick is a likeable boy. Charming smile, blue eyes, curly blond hair, 19 years-old. He did some tug flying for us last summer and we thought him a bit irresponsible, flighty. Not so steady and dependable as the others. When I walked into the Wycombe Air Centre to sign up for lessons, I was astounded to see Warwick was one of their instructors. There he was, lounging about in one of their stylish blue flight jackets with the instructors' wings.

Really enjoyed a lesson

"Hello, Mary" he said cheerfully. Well, I never. When the receptionist suggested I fly with Warwick, I said "Not on your life!" and opted for an older, wiser, more experienced instructor. However ... there came a day when there was nobody else but Brady available, and I was desperate to fly, so what the hell, I went up with Warwick and for the first time really enjoyed a flying lesson! Not only that, he was very good! Really a very good instructor. He was keen, he was interested, he knew the subject thoroughly, and I began to relax and enjoy it, instead of clutching the wheel like grim death and driving the machine up and down.

I'm sure that the older wiser instructors get pretty fed up teaching an endless succession of hapless hopeless helpless beginners the same old routine, the same old grind, but to Warwick it was all fresh and new, and he wasn't jaded like the old hands who had seen it all a thousand times. Of course there was a lapse occasionally. Like the time we went through engine failure on take-off, and Warwick said "If your engine fails after take-off, you shut down your mixture and magnetos" and I couldn't believe he really meant that, so I dithered and dithered and floundered around gliding down and he turned on the power again and I said "You didn't *really* mean for me to pull the idle cut off and turn off the ignition, did you? I mean wouldn't that make us crash?" "Good God no, I meant just tap the control, don't actually do it!!" "Well Warwick," I said, "you didn't make that clear. I thought you were asking me to really do it, and I didn't want to do it, that's why I dithered."

After half a dozen lessons with Warwick he thought I was ready to solo, and so did senior instructor John Loveridge, who sorted out a little problem of under-ruddering on the short finals. I was too tired to go solo that day, however, and made the first solo after a check flight the following day, and it was very satisfying to be up on my own again. Not the supreme exhilaration of one's very first solo flight, not with all that gliding experience, but rewarding all the same. I felt quite smug about it.

Spiced the dull routine

Of course there is a lot to learn in power flying. One must be prepared to cope with any emergency. In our little check list booklet, the red pages at the back give a list of the correct things to do in various emergencies; *ie* icing conditions — keep your flaps up, lean out the side and scrape the ice off the front window if you can't see out, etc. Emergency forced landing without engine; open the door at the last minute and don't forget to turn off the gas. Warwick and I managed to spice the dull routine with a genuine engine fire on the ground one day, when I was a little over generous with the primer. Oscar Kilo just didn't want to start, it was a cold morning, and we pumped and primed in vain. Warwick remarked, "What is that blue smoke curling up?" and I said "I don't see any smoke" and cranked it again, and sure enough, there was some blue smoke curling up. Warwick said "I think it's on fire" and hopped out and took the fire extinguisher with him. I sat there wondering what the appropriate action should be, and turned to the back of the book where it said to cut off the petrol and the mags and the ignition, so I did. I then prepared to depart the aircraft but forgot to push the seat back and had a

very difficult time levering out my knees which were stuck under the dashboard.

Warwick was dancing up and down in front of the plane, which was sullenly emitting little puffs of blue smoke, uncertain whether or not to employ the fire extinguisher. "Go in the office and tell them we've got an engine fire and get Shari (the engineer)", so I moved swiftly and efficiently into the office and announced calmly "Where is Shari? We've got an engine fire" and it was like kicking over an ants' nest, they all began rushing round like mad, grabbing fire extinguishers and dashing out to Oscar Kilo, which by now had finished burning up the contents of the air filter and had stopped smoking. So Warwick and I went up in another plane instead, and by the time we got back to the restaurant everybody in the whole dang place had heard about it. "Don't worry, Mary" said Dave Richardson, "It doesn't matter if you burn up a Cessna, there are plenty more."

Although it is not required for the PPL, Wycombe Air Centre won't rent you a plane unless you've done a long cross-country, accompanied by one of their qualified instructors. No problem, I thought, and came on the day well equipped, as any glider pilot should be, with route well planned, map in hand, sandwiches, two jam dough nuts and a couple of apples, just in case Warwick hadn't thought to bring along refreshments. For some reason all the instructors at Wycombe Air Centre thought that was very funny. "She thinks she's going on a picnic, ho ho." "You won't have *time* to eat, Mary" said Warwick. How right he was. I had obtained an excellent weather briefing from the good chaps at Birmingham Weather Centre, predicting 35kt winds at 2000ft, from 300°. London Weather thought different, and estimated 40 from 240°, so I revised my estimates of drift according to London, and ended up way over to the left, wondering what Finmere was doing down there where Buckingham should have been. As for getting any help from Upper Heyford Radar Advisory Service, that was another experience.

As far as I'm concerned, RT is the straw that breaks the camel's back. First attempt at the RT practical exam was a disaster. Instead of doing the Mayday relay, I left the poor chap descending with an engine fire without a word of acknowledgement, changed frequency, got his call sign muddled up completely and generally tied up into knots. After retaking the exam and obtaining a marginal pass, I though the only cure would be some practical experience with Warwick at my elbow to help

'. . . only trouble I was heading for Leamington Spa under the impression it was Coventry . . .'

out, and was quite looking forward to exchanging compliments with a fellow Yank at Upper Heyford. Well, forget it. If I was bad on the RT, he was worse!

He must have been a complete beginner, because he couldn't even get my call letters straight. After six or seven fruitless attempts to impart my vital information "This is *Golf, Lima, Sierra, Mike, India*" and getting back "Uh, Oscar Golf India, I mean Golf India Mike, uh, what did you say your name was?" while I was dropping pencils and maps on the floor, trying to keep straight and look out the window and figure out where I was, because by the time he ever came back and needed my position I hadn't a clue what to tell him . . . well! After two or three minutes of this fruitless dialogue, Wally to Wally, which must have had the local F-111s rolling around in hysterics, *his* instructor took over, and *my* instructor took over, and between them they got it straight. Radar Advisory Service indeed! I can advise them what to do with their Radar Service. It was a tremendous relief to call up Coventry and get a calm, cool efficient voice that knew exactly what he was doing, and recognised that I was a beginner, and he spoke clearly, slowly, with excellent directions, only trouble was I was heading for Leamington Spa under the impression it was Coventry, and I couldn't see an airport where an airport ought to be. Warwick just sat there and let me sort it out, which I eventually did, and landed at Coventry in one piece.

On the ground, over coffee in the cafe, we revised the course to steer according to the drift experienced, and found our way over Enstone to Oxford, and eventually back to Wycombe, even though downwind everything happens so *fast.* I was shattered, and now more than ever appreciate the simplicity, the freedom, the sheer leisure, the playful joy of a cross-country excursion in a good old K-8.

By now I felt ready for the final hurdle, the dreaded general flying test, the GFT. John Loveridge thought I was ready, and told me to put my name down, though Warwick wasn't so sure, and before the day arrived put me through the mill several times with steep turns, flapless landings, low level circuits and other refinements. I was scheduled to take the GFT on January 1, 4, 7, 9, 11, 16, 18 and 22. You can infer what the weather was like in January; grot, grot, grot. January 22 wasn't exactly perfect, rather bumpy in fact, but you could see, so it was my luck to go up for the GFT with the one examiner I most feared, the CFI. And I hadn't flown since January 7. Oh well, nobody's perfect. If I blew it I could do it again. So first of all Dicky told me to do a weight and balance check on Oscar Romeo. It seemed to me there was a vital piece of information missing, to wit, does Oscar Romeo have long range tanks or short range tanks? I searched all over, including the aircraft pockets, before they told me they keep the airplane documents in the office safe. News to me! *I* did the calculation, and sure enough there was a trick in it — with two people and tanks full up, Oscar Romeo was overweight.

Escaped the first pitfall

Dicky Bird's eyes twinkled when I relayed to him this surprising finding. I had assumed of course that you always flew in a Cessna 152 with two people and full tanks, no problem, but Oscar was different, and I had escaped the first pitfall laid for the unwary. Well, you bet I made sure I had all the documentation sorted out after that, and inspected the plane with a fine tooth-comb, before we buckled in. And I remembered to swing Oscar Romeo around on the ground to check the T&S and the gyros and compass, and I remembered the right things to say to the tower, and kept the speed right at 60kt for take-off, 70 for climbing out and I remembered to steer clear of the village of Freith, and when he put the hood over my head for instrument flying that went all right too.

Had a little problem arriving in the field of first choice on the forced landing, but made the right decision on engine failure after take-off — no turning back, touch the mix and the mags. And I remember all the checks downwind, and the rejoining checks, and after three assorted landings, the last one was the worst I've ever done. Ballooned, waddled, flopped, and wobbled. "That was terrible" said Dicky "and I have control." Ears burning, I sank into my seat as he smartly whipped the Cessna round to the apron and parked it by the pumps. "Well," said Dicky, "I'll pass you, but you'll have to do a session of field landing practice." I couldn't believe my ears. Didn't really believe it until he signed and stamped my logbook, and everyone came round to say congratulations.

RIETI '85...

David rounds off his report in the last issue on the 1985 World Championships with some further thoughts on the subject

With entries down to less than 20 — 12 at Paderborn, 19 at Hobbs and 17 at Rieti — the Open Class was hard hit by an arbitrary 650kg max all up weight restriction — surely a negation of the unlimited design concept? Typically Nimbus 3s were unable to carry more than 50% of their max available waterballast.

Unless the significance of this decision on the speeds achieved at Rieti is recognised it could have an unfortunate impact on a World Championship Class which already seems to face a pretty uncertain future.

Although a case can be argued for a simple arbitrary limit on AUW — this is hardly valid when the future of the Open Class may well be at stake. A better solution is required, and urgently.

Memo to CIVV — The international gliding movement has its fair share of experts in aerodynamics and performance. Why not develop realistic weight, altitude, temperature (WAT) criteria, as on public transport aircraft but simplified, for different tugs and competition sites? At future competitions each **Open Class** glider would be limited to whichever was the lesser weight — the max in the current **series production** C of A for the type or the WAT limit for the tug/site combination in question.

Memo to manufacturers and competition pilots — A few of those new high performance two-seaters entered in the next World Championships Open Class should help to sort out the problem!

Rear ballast tanks/CG shift

The idea of moving the CG as far aft as possible, for max performance, is hardly new — but the introduction of rear ballast tanks and pilot operated CG shift systems certainly is.

Rear ballast tanks are already installed in a number of types and more will be fitted before long. Typically, although not yet available on the LS-6, this appears highly desirable to avoid flying inefficiently with a very forward CG when fully ballasted or with a very aft CG tanks dry.

Relative dumping rates between the main and rear ballast tanks also appear to vary widely between one aircraft and another of the same type. Some pilots talk of a transient forward CG movement whilst jettisoning, others that it moves in the opposite direction.

Aircraft fitted with pilot controlled CG shift may well be all right in the hands of those few relatively skilled and experienced people who understand what they are doing and who can cope with the changes in longitudinal stability and control.

As aircraft so equipped become more widely available — what then? Clearly an expanding grey area which is in need of stronger illumination.

Winglets

Fitted to only about 5% of this year's competing aircraft they came in all shapes and sizes — no doubt in continuing attempts to retain the low speed benefits, without the high speed drag penalties. Centrair, who still persevere, favour a low aspect ratio design, presumably for this reason also, and claim better manoeuvrability as an incidental result — but they still cannot produce any quantitative evidence on performance.

Winglets are not winning.

Pilot operated starts

The one second interval time base cameras worked exceptionally well. There were no malfunctions and no problems — other than those created by "operator error" which would have applied equally to non-time photographic evidence.

Drift, as checked against the master clock, was reported as always within one second or less — altogether very satisfactory. However at about £250 each, and when two are required/aircraft, they represent a significant sum to find on top of everything else.

Class separation was achieved by using two photographic zones and on most days there was no height limit over the line. Traffic density, as seen from the ground, certainly appeared less but the holding situation, before the startline opens, remains unchanged.

Radio monitoring and security

Most competition pilots know that eavesdropping on other radio transmissions can be quite rewarding. Equally that there is much to lose through messages which are too revealing.

In World Champs, however, one has the impression that the different operating frequencies and languages (the latter incidentally a distinct disadvantage to Brits and Americans) lead to lapses in security and that some teams are highly developed in exploiting these.

Without any doubt the British startline observers began by providing a unique service to the British team alone and ended up by providing one which was widely used by all!

Final glides

Quite remarkable the number of pilots at Rieti — sometimes even those flying big ships — whose final glides were so deadly accurate that they could cross the line, pop their airbrakes and land straight ahead — and they didn't even make it look hairy!

Was it a growing familiarity with that single direction return — always from the north?, or the result of final gliding down a shallow mountain side and burning the speed off over the last kilometre or so on the flat?, or the confidence generated by those steadily unwinding LCD height and distance displays on their electronic computers?

Of course it is just possible that today's world class pilots have better eyeballs than the rest of us mortals.

Night landings

One may admire the skill of those who made it back to Rieti long after sunset — but the implications of a late outlanding are unattractive to say the least. Rules and task setting must avoid late night returns and those that do occur should be subject to an appropriately severe penalty.

Team support

The Brits lacking in local knowledge — in a contest where this was known to be critical — were, sadly, unable to field a meteorologist.

Walter Neubert who has flown and won on many occasions at Rieti just failed to make this year's German team. He was snapped up to coach the Americans who had even less local knowledge than the British — and who in the event did rather well. Was there a connection? and is there a lesson to be learned?

Sponsorship

The British team were fortunate in attracting sponsorship from GEC Avionics who have done much for Lasham based gliding competitions in recent years.

British Aerospace, approached at the 11th hour, after the success of their Steadyscope at the Open Class Nationals became generally known, generously made a more powerful version available. This × 10 gyrostabilised monocular was invaluable for monitoring the high altitude pilot operated starts.

However it was the Dutch and Finns who demonstrated what can be done with a highly planned and professional operation started well in advance. Each of the four Finnish pilots had a separate sponsor at approximately £6500 each — representing £26 000 for the team as a whole.

Team and sponsors had produced a most pleasing and effective brochure for publicity purposes — copies of which were freely available at Rieti.

The Dutch team who started their campaign to attract team sponsorship some 18 months in advance were supported by KLM and Volvo — the latter being largely "sold" to the company on the strength of its product being chosen towcar of the year (1984) in the UK!

The Italian organised World Championships had a principal sponsor in Yves St Laurent's Kuoros — perfumes for men and sporting women — so make sure you use it in future before and after that record-breaking flight! There were a large number of Italian sponsors including names like Aeritalia, Olivetti and Alfa Romeo and others who contributed to insurance, telephone, tourism and public relations

together with the construction of additional buildings and tarmac areas on the airfield.

In a climate of ever-increasing sporting sponsorship and cost — we need to do much more about this for the benefit of UK gliding and future British teams.

The future — or by Avionics and Turbo

The old familiar arguments go round and round
- — closed circuit task flying alone is a sterile activity
- — today's pilots are no longer exposed to the experiences and decision making which their predecessors enjoyed.
- — 'Cats' Cradles are unpopular and distance flying is unacceptable with modern sailplanes — both will create costly and time-consuming retrieves on more crowded roads, will cause more outlanding accidents and more aggro with farmers
- — startlines are dangerous and races should be timed from take-off — finish lines are dangerous too.

. . . and so it goes on and on.

Second Memo to CIVV — copy to BGA.

One day, if you ignore it, this problem may go away — provided you lift the arbitrary 650kg limit on the Open Class and allow the progress of modern technology and the manufacturers to do it for you.

First at the top end Nimbus Omega 3Ts and their ASW-22/50 equivalents — incapable of field landings — 50m span and loaded with water to the gills — advanced avionics with solar energy power supplies — aerodynamically unstable for max performance — with fly by wire control and artificial stability.

These new super ships fly both old and new type tasks until faced with an outlanding the "Turbo" is started — simultaneously water-ballast is jettisoned, the sealed Doppler inertial navigation system records the precise theoretical landing point (the nearest pre-programmed "safe" field) which is signalled back immediately to the scorer's computer. The autopilot and collision avoidance systems are engaged and our super ship flies home to an automatic landing whilst the pilot sleeps in preparation for the next day's task.

With some additional electronic wizardry and ground roll out guidance it should be possible to re-form the grid and connect up the supplementary battery charging without disturbing the pilot.

In the morning the crew refill fuel and water tanks and go through the automatic test routines including a weight check for the organisers when required. There are of course no cameras to be carried — start and finish lines and all TPs are now programmed daily into the navigation system by the organisers before take-off.

A few years later, in the nature of things, these "benefits" will reach the 15 Metre class — and then perhaps there will be a rebellion and we shall see a new development; somewhere between today's hang gliders and Standard Class sailplanes. Simple, lower cost gliding for the many. They too like the Open and 15 Metre superships will be able to fly the tasks of yesteryear — albeit manually — with real outlandings on a smaller geographic scale.

Unfortunately it won't happen next year — maybe not even in the next decade — possibly never (for the appropriate balls, crystal, I refer you of course to GEC Avionics) — and you, that is we, the gliding movement have to live with the present.

But the arguments are there, and they do rage (rumble) on. Shouldn't you do something about it — open up the whole subject for discussion, seek views, analyse and report? Even if only to demonstrate to those whom you represent that it has all been thought through and that gliding in general and competition flying in particular are both progressing in the right direction.

You might want to ask me what I fly — let me first say that I would like a Turbo, because I don't want to land out any more. But then I am no longer a competition pilot and I've done my share of outlandings in the past — and enjoyed most of them when it wasn't a race.

What I can also tell you is that 13.5 metres of BG-135 provided some of my most interesting and rewarding contest flying — but that was long ago.

Really, I'm not being much help — it is all the others you should ask.

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ENTERPRISE AND ELEGANCE

Yorkshire Gliding Club hosted Competition Enterprise from June 29 to July 6. 900ft up on the south-western corner of the Hambledon hills, Sutton Bank has long been known for its fine waves, thermal and hill lift and sea breeze fronts. Forty-six sailplanes were entered and flown by some 60 pilots. John Fielden came as task setter. Peter Baylis of the Met office forecast the weather.

In his capacity as BGA chairman, Ben Watson opened the meeting. An O/R task was set with four designated TPs, Mount Grace Priory at the north end of the ridge, Cleasby roundabout on the A1, Derwent reservoir, and Keilder reservoir 135km away.

To Derwent, the weather was good, but stable air and overcast prevented much further flight to Keilder. Thirteen pilots turned Derwent; the day was won by Tom Stuart flying the K-13 from Dunstable. In total 4894km were flown.

Day 2. John Fielden set an O/R to Beverley with a TP at Scarborough. Peter Baylis announced moderate winds from the west and convection for a period before the rain. Ben Watson (Nimbus 2) climbed to 8500ft in cloud and landed north of Beverley after turning Scarborough. Tony Smallwood (Gull 1) soared Oliver's Mount at Scarborough before landing there. Phil Lazenby (Oly 463) came 2nd by flying the route in the reverse direction and went first to Beverley, then to Scarborough to land on the way back to Sutton. He was only 4pts behind the day winner John Bally (ASW-20), who flew an impressive 160km. Chris Simpson (ASW-20) was 3rd, Nick Gaunt (DG-100) 4th. 1716km were flown.

Day 3, Monday, John set a small triangle in poor weather with TPs at Great Ayton — where Captain Cook was born — 31km to the north and then to Stamford Bridge to the south-east and back to base. Chris Simpson was the first to get to Great Ayton in thermals, but he failed to reach the hill and went down. John Bally used his ridge running technique to get to Ayton and back. Chris Sword in his SHK 1 came 2nd.

The winners were Tom Stuart and R. A. Gibbs in the K-13 (199) in a flight of great persistence and skill lasting some 6hrs. Their barograph trace showed that much of the flight occurred below the elevation of Sutton. As some wag remarked, this was the first authenticated underground cross-country in a sailplane. The day distance was 226km.

Day 4. Briefing at 8.15am was for pilots who wanted to fly to France. Peter Baylis predicted good thermals and winds favourable for the Channel. As an alternative task John Fielden suggested TPs at Duxford (500km) and Grantham Spittlegate 300km). The thermals were less than expected — 2kt — for a weak warm front covered the route. Nick Gaunt went 357km on a more westerly track to Rutland Water and found better conditions.

John Bally, John Cadman, and Chris Simpson all turned at Duxford arriving there too late for the Channel. Bally got back at 6pm to complete the 507km task. Cadman came in a few minutes later on the engine in the Ventus. He had had to fire up at York. Simpson came down north of Doncaster. Lemmy Tanner took the Vega 305km and Tony Moulang flew 252km in his K-6E. 3098km were flown on a day when experience paid off.



John Cadman, the winner, in his Ventus. *Photo* Chris Riddell.

Day 5 was won by Nick Gaunt. Turning at Pickering and Pocklington with more at Great Ayton and Driffield for those so inclined. The inversion was low and winds light but 19 sailplanes got back. John Bally and Ken Davis were penalised for bad TP photographs. 3879km were flown today.

John Fielden flew the Gull to Castle Howard — the Brideshead of television. Detecting an unusual sound on the approach John landed. On the ground, he noticed a lone piper on the terrace beside the big house. This is the first time that a sailplane has been piped down to a field landing. Later John took tea with Lord and Lady Howard.

Day 6 and a choice of tasks, one to the west to Cracoe by Mount Grace Priory, Selset reservoir, then to York roundabout and back. A shorter route was by the Priory to Great Ayton and Malton, York roundabout and home. Nobody completed either task. John Bally flew 192km and landed at Rufforth Airfield. John Cadman fired up at Blubberhouses, Smallwood landed at Selset reservoir in the Gull for 3rd place. Cross-country distance was 4537km.

Day 7. Saturday the 6th, John Bally was 300pts ahead of John Cadman, Chris Simpson was pressed by Nick Gaunt, Lemmy Tanner and Ben Watson were not far behind. Peter Baylis gave us the westerly wind, good visibility, convection and wave. TPs were set on a line through Sutton, on the east coast at Sproatley, and upwind at Keilder reservoir. There were bonus points for those who got back. It was all to play for.

John Bally cleared the Keilder TP but could not make it back to the lift and went down at Bishop Auckland. John Cadman went further west and located wave over Great Whernside and climbed to 6000ft. Gliding to Crossfell, John waited in hill lift for a thermal to carry him around the TP and to the convection. Ben Watson in his Nimbus 2, flew the task in thermals throughout. He was the only other pilot to get back. The aggregate distance flown was the longest of the meeting at 5060km.

The decision to go west won John Cadman the meeting and later he received the winner's Enterprise Plate from Trish Watson. John Bally came 2nd by a very narrow margin. Nick Gaunt just beat Chris Simpson to 3rd place. Lemmy Tanner was 5th and Ben Watson 6th.

* * *

Sunday came and the competitors flew away. I walked into the office and Brian Hartness, who had run control all week, said "It's great news about John."

"Oh, and what is that?"

"He's landed at Amboise (450km) on the French coast."

So John Bally was to be the first man to soar the Channel from Sutton. I felt a surge of pride in his achievement. It had been a good Comp.

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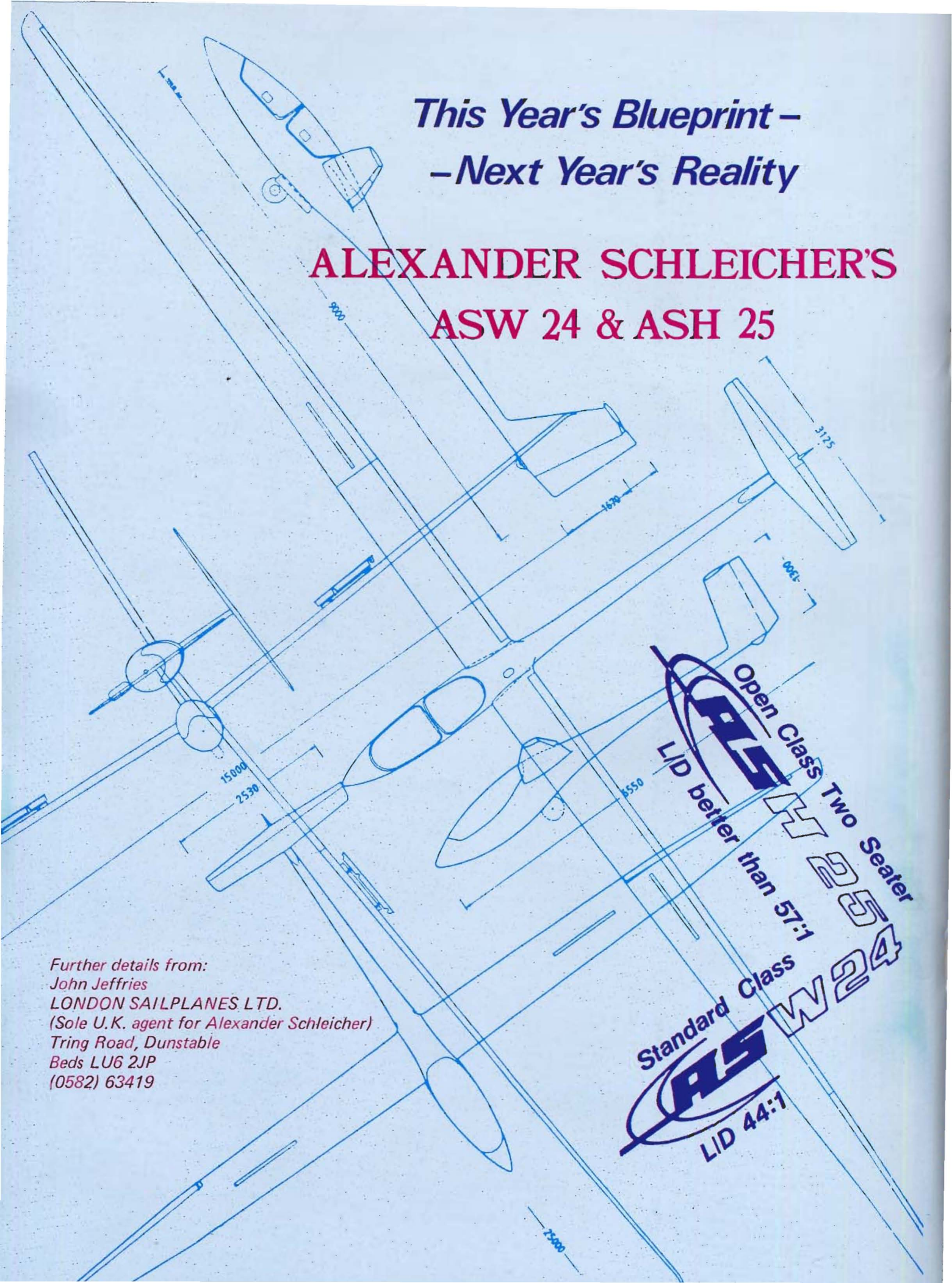
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GOING BACK

TERRY HURLEY achieves his ambition to fly at the Wasserkuppe

You always retain a special affection for the first foreign country you spend any time in, particularly if that time is an important part of your youth when the things that happen seem especially significant. I was pleased, therefore, when the chance came recently to visit Frankfurt for a few days on business. Twenty years ago when I was very young but felt very old I had first gone to Germany. I carried a rifle and a pack, and I spent a year of my life in the huge area between the Rhine and the Elbe which Nato had designated as the killing-ground, practising the war we all hope will never come.

But that was long past and I was looking forward now to seeing how the country had changed. Knowing that gliding really began in the Germany of the 1920s I was determined to fly while I was there, and I particularly wanted to fly on the Wasserkuppe, the historic site high in the Rhön hills. First, however, there was work to be completed and I did this as rapidly as possible, explaining that the urgency was due to the need to catch a 'plane (cross your fingers and it isn't a lie).

Each day as I drove into Frankfurt the weather was superb, but as I finished my work the fine, mild spell changed dramatically when a cold front swung down from the north stopping gliding everywhere. By now my time was running out and in a couple of days I would have to return to England. Hopes of a flight on the Wasserkuppe were fading rapidly, and when I went to bed that Saturday night the rain was falling like an Old Testament curse.

But during the night the front passed through quickly and I woke early the next morning to find that it was clear all the way out beyond Aschaffenburg to where I could see the distant slate-coloured ridges of the Rhön cutting into the clean blue of the April sky. I flung everything into the car and went, promising myself breakfast *en route*.

Forty miles from Frankfurt the blue autobahn signs that had shown "Fulda" in large letters now also said "Wasserkuppe" in smaller characters, and the road began to climb towards the hills over which massive clouds were building, boiling up to ten or twenty thousand feet. I left the autobahn and drove up through the forest along narrow but well surfaced roads. In this region as you move closer to the border all the roads are good, and many of them have the little yellow and black placards that indicate passages for tanks. Increasingly the road ran across quick, clean streams which came down in a tumble of white water from the higher ground. Alongside the streams inns offered fresh Rhön trout, and I remembered that I'd had no breakfast. I would have trout for dinner, I decided, and pressed on upwards.

The air was colder now, and despite the sun there was still snow on the highest fields — small, grubby patches lying in the shadows under the hedges as if they had been swept there carelessly. Then the road which had been curving under the dark shoulder of a hill for several miles swung around the last corner and I came out suddenly on top of the world in a place of sunlight, clean air, hundreds of square miles of hills rolling in lavender coloured waves into the distance, and a vast wind-filled sky — the Wasserkuppe.

High above me three gliders hung poised on the lift that surged up from the valley a thousand feet below, all the noses pointed in the same direction like fish in a stream. The air quivered with the familiar sound of larks — there are always larks where there are aircraft. For a few moments all I saw was the space, the hills, and the gliders and it was as good as I had hoped, until I saw the other thing, which is what spoils the Wasserkuppe.

On the summit the military have constructed a listening-post — four huge camouflaged radomes like dark fungoid growths bubbling out from the mountain, and concealing an array of equipment which is permanently tuned to the east. The base is a monument to the world's lost innocence, seeming to look down on the little airfield like Castle Dracula brooding above its village.

I had come to fly, however, not to moralise so I parked the car and crossed the road to where a small group, scruffy in jeans and sweaters, and obviously gliding types, was hanging around an old bus which seemed to be the mobile control tower.

"I'm from England," I said, addressing the group in general. "I'm hoping to have a flight on the Wasserkuppe. For the experience." I added.

"A gliding pilgrim!" somebody said, and they all laughed, but it was a friendly sort of joke. There was a short discussion, most of which I couldn't follow, and in a few minutes — far fewer than I normally have to wait for a flight at home — I found myself being introduced to the elderly instructor, buckled into the front seat of a K-13, and watching the tow line uncoiling from a drum in the tail of the tug as it rolled slowly forwards in front of me.

"Have you flown a K-13?" the instructor asked.

"Never."

"Okay. Now you learn. You have control."

The rope tightened and I thought dammit this thing isn't a Bocian, it sits on its nose, so pull back — now — and an instant later we lifted off gently as if I'd been flying K-13s for years.

At the end of the runway there was an opening cut through the trees and as we flew between them I had a disconcerting moment of vertigo when the ground dropped away suddenly, and then we were climbing out high above the valley, lifting towards cloudbase, while the Rhön unfolded beneath us.

"Five kilometres ahead," said the instructor. "You know what it is?"

"It's the border."

It has become a cliche to say that from the air you can't see frontiers. You could see this one clearly — a broad, clay-yellow streak that ran rigidly straight, turned through precise right-angles, and climbed over hills without-wavering — with Us on one side and Them on the other. On their side you could make out the parallel furrows of earth thrown up by heavy vehicles running almost to the wire before turning away, but from our height you couldn't be sure what sort of machines had made them. They might have been done by nothing more lethal than tractors.

At a little above the 400m mark the tug waggled its wings reprovingly. I pulled the release and tipped the glider to the right as the tug flicked left and fell away silently. That's how its done in Germany. Perhaps its something to do with which side of the road you drive on, I thought vaguely.

Beneath our wings the hills of the High Rhön country slid past like a crumpled blanket being pulled slowly off a bed. There was time to think "I'm flying on the Wasserkuppe at last." These were the ridges over which the early pioneers had struggled in Vampyr and Blue Mouse and the delightful Grunau Baby. Later on there had been Rhönadlers and Condors with the swastika of the Youth Movement stencilled on their tails. Now there was me. Then the vario needle flickered and the instructor and I said "left" simultaneously, and I banked hard and was immediately locked into the familiar routine of turn, lookout, vario, and watch the drift.

Much of the rest of the flight is a blur, but I remember the green arrow-heads of the fir trees standing out sharply from the slopes; snow lying in the hollows like fallen clouds; sudden blink of light from a frontier watch-tower — sunshine on binoculars, I guessed; the red roofs of Poppenhausen with the Schleicher works where my K-6 had been built years before; and the memorial to the dead pilots — a solitary bronze eagle perched on a cairn of rocks overlooking the valley of the Fulda. From this altitude you could clearly see that the Wasserkuppe is a huge boulder standing in a river of air that flows up through the valleys from the west and, meeting the boulder, breaks over it in the rolling wave in which you fly.

All too soon, however, the instructor was reminding me to begin the downwind leg at 200m and, please, the final turn by not less than 100m. A few minutes later we were down, the K-13 settling gently onto the coarse grass with very little help from me.

Afterwards we sat out of the wind drinking strong black coffee and watching the early solo students while the instructor talked about epic flights he had made in the past and about his war, flying the big military gliders over the snow of the Russian front to bring supplies for the army during the winter retreat from Moscow. He gave me advice concerning a number of things which he considered were vital for a glider pilot to know — like which type of flak is the most dangerous; the best way to turn if fighters are diving down to attack you; the importance of distinguishing between ordinary

machine-gun fire and incendiary bullets; and how to get down safely, by which he meant alive, with a fighter on your tail and three tonnes of fuel and amunition packed into your fuselage.

I paid forty Deutschmarks for my flight. The hard-earned practical information, and a blue stamp as big as a shilling in my logbook were given free.

The short spring day was ending quickly, however, and I had 400 miles to drive by midnight. The instructor and his students walked back to my car with me, we shook hands in that formal Continental fashion and they asked if I would come back to the Wasserkuppe next year. There was no doubt about it, I told them. I didn't say anything regarding the feeling of depression which all the military preparations had given me. Germany is still a country well organised for war, an empty stage waiting for the play to begin, and nothing had changed in twenty years. But perhaps that's the best we can hope for in this age.

I followed the road down into Poppenhausen with twilight rising up the walls of the valley like an incoming tide. High over the village the brow of the Wasserkuppe gleamed in the last of the cold April sunlight, and from this angle you could no longer see the domes of the listening-post. There was only the eagle glittering on its pillar of rock and looking west to where the wind comes from.

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'QUITE STRAIGHTFORWARD REALLY!'...

The story of the 1985 Standard Class Nationals, held at Husbands Bosworth from August 10-18

It is usual at competitions for the previous day winner to give a "how-I-dunit". These vary from the brief humorous excuse for one's success to a real account of decisions taken, routes selected and, often, good fortune ridden for all it was worth! This is, of course, a golden opportunity to psych-out the opposition with — "Well, quite straightforward, really!"

But not at Husbands Bosworth 1985! *Nothing* was straightforward in this soggy summer and the Standard Class Nationals suffered from the usual complaint — a deep low, spawning lowlets, hovering on or around our western seaboard the whole week.

Day 1, Saturday, August 10. We did actually start on the proper day — August 10 — with a flat 200km triangle, TPs at pilot's discretion because of the risk of rain showers. First to the south-west — Chipping Norton or Moreton-in-the-Marsh. Then north-east to Oakham or Melton Mowbray. The second leg should bring us close by HusBos thus making it more a double O/R. All this in a 30kt south-westerly wind.

For only the second time in the UK we were

FINAL RESULTS
Standard Class

			Day 1 10.8 200km ▲ Moreton-in-the-Marsh or Chipping Norton; Melton Mowbray or Oakham			Day 2 12.8 167km O/R Cambridge or Royston			Day 3 17.8 317.9km ■ Bicester, Olney, Bury St Edmunds			
Pos	Pilot	Glider	Dist (Speed)	Pos	Pts	Dist	Pos	Pts	Dist (Speed)	Pos	Pts	Total Points
1	Forrest, B.	Libelle 201a	(79.32)	5	481	71.00	=21	92	(48.24)	5	953	1526
2	Spreckley, B. T.	LS-4	196.50	8	418	64.30	=25	80	(61.00)	1	1000	1498
3	Bally, J. D.	Pegasus	(80.51)	4	483	10.20	=39	0	(47.94)	6	952	1435
4	Smith, D. A.	LS-4	(57.19)	7	447	93.20	=8	132	292.00	11	810	1389
5	Kay, W. M.	DG-300	191.50	9	406	76.00	=13	101	297.60	8	827	1334
6	Throssell, M. G.	ASW-19	(74.92)	6	474	53.20	33	60	287.20	12	796	1330
7	Rollings, C. C.	Pegasus	58.00	30	90	136.30	3	209	(51.21)	3	964	1263
8	Kay, A. E.	Centrair 101a	(82.71)	2	487	137.90	2	212	209.10	=21	563	1262
9	Lysakowski, E. R.	DG-300	(87.48)	1	494	122.90	4	185	209.10	31	*513	1192
10	Buckner, K.	ASW-19	56.40	31	86	76.20	=13	101	(54.43)	2	976	1163
11	Hood, L.	ASW-19	63.30	=22	102	98.80	6	142	314.60	7	877	1121
12	Young, M. J.	Club Pegasus	58.80	28	92	51.30	34	56	(50.21)	4	960	1108
13	Cardiff, J. D.	K-23	39.20	37	45	153.80	1	241	294.90	=9	819	1105
14	White, S. A.	Pegasus 101	182.40	10	384	71.80	=19	93	215.50	19	582	1059
15	Watt, D. S.	Pegasus	(81.32)	3	484	61.50	30	75	176.10	35	465	1024
16	Williamson, J. S.	ASW-19a	158.80	13	328	93.20	=8	132	201.90	28	542	1002
17	Starkey, C. G.	Astir CS	172.20	11	360	72.00	=17	94	202.30	27	543	997
18	Benoist, J. D.	Discus	48.50	=34	67	64.30	=25	80	294.90	=9	819	966
19	Dall, R.	Sport Vega	63.30	=22	102	72.30	=17	94	291.60	14	*759	955
20	Smith, M. J.	LS-4	48.50	=34	67	57.00	31	67	294.90	13	*769	903
21	Watson, A.	DG-300	150.50	14	309	39.70	37	35	207.20	=31	*507	851
22	Aldiss, C.	LS-4	59.30	27	93	79.20	11	107	235.70	17	642	842
23	Gaisford, P. A.	Std Cirrus	65.80	21	108	62.40	=28	76	238.90	15	652	836
24	Hutchinson, S.	LS-4	126.40	=15	252	78.40	12	105	196.10	34	*474	831
25	Aspland, W.	ASW-19a	53.60	33	80	106.80	5	156	218.90	18	592	828
26	Keogh, B.	LS-4	126.40	=15	252	76.20	=13	101	172.60	37	454	807
27	Langrick, J.	Std Cirrus	63.30	=22	102	96.60	7	138	209.30	20	564	804
28	Gorringe, J. P.	LS-4	63.30	=22	102	49.50	35	53	236.90	16	646	801
29	Metcalfe, G. C.	ASW-19	58.60	29	91	93.20	=8	132	205.00	25	551	774
30	Smith, G. N. D.	LS-4	67.70	=19	113	66.00	24	83	207.20	24	557	753
31	Powell, D.	LS-4	63.30	=22	102	76.00	=13	101	203.10	26	545	748
32	Pentecost, P. R.	Std Cirrus	48.00	36	66	62.40	=28	76	207.90	23	559	701
33	Weston, J.	DG-100	54.60	32	82	68.40	23	87	190.20	=31	507	676
34	North, S.	Libelle	DNF			71.00	=21	92	209.10	=21	563	655
35	Hayes, D.	ASW-19a	67.70	=19	113	55.90	32	65	209.10	36	*463	641
36	Bridges, R. C.	ASW-19	68.40	17	115	64.30	=25	80	161.40	38	421	616
37	Jarvis, H.	LS-4	DNF			45.90	36	47	198.90	29	533	580
38	Stewart, K.	Std Cirrus	28.00	38	19	23.30	38	6	190.20	=31	507	532
39	Reading, P.	ASW-19a	159.80	12	331	71.60	=19	93	28.60	39	26	450
40	Marzynski, Z.	LS-4	68.30	18	114	DNF			18.60	40	0	114

* = penalty; DNF = did not fly.

using time-recording cameras, which entails photographing a standard clock before take-off from the fixed mount in the cockpit (*see the last issue, p213*). Then one's start time is recorded on the subsequent negative and the finish time is observed as usual. The start markers could be photographed from the correct quadrant and from not above 200ft from cloudbase, anytime after the startline was open. There was a momentary suggestion that pilots should call "gate" but this was quickly agreed to be superfluous since no one would watch us taking our photos anyway! We were required to inform the organisers of our start time within 30min, however.

This small hiccup out of the way, and the first pilot — John Bally — dipped his wing at 1244 to start the race to the south-west before ominous rain clouds blotted out the TPs. Within six minutes 18 more had started and by 1300 there were only three left around HusBos, wondering how the sky could empty itself of gliders so rapidly. Our misgivings about the obvious storm clouds around Moreton were justified and those who could nipped in and out of the more easterly Chipping Norton without more ado. There was a distinct feeling of watertight doors slamming behind one and it was a relief to run downwind away from the rain.

Ted Lysakowski rode in and out of the TP on the skirts of the storm, riding swiftly along close to the rain's edge towards Oakham. There he got a climb to 5000ft which still didn't get him the 17 miles home! He got in soon after 1500. His 84.5km/h made him a clear winner, followed by Al Kay, Dave Watt and John Bally.

A few minutes later Mike Throssell and Brian Forrest were glad to get in against the fierce headwind. Finally Dave Smith struggled home at 1619, and that was all. Hours later Brian Spreckley and Warren Kay fought their way to within a mile or two. Warren covered 350km in



Brian Forrest, the new Standard Class Champion. *Photo* Mike Smith.

all and was twice practically in circuit at his home base, Dunstable! Brian, at one time just one thermal short of HusBos, then drifted back to Saltby. I briefly contemplated landing on the same cricket pitch at Oakham that claimed me back in the 1953 Nationals, but Prefects can go where ASW-19s fear to tread so I settled for a stubble field instead!

Day 2, Monday, August 12. We set off two days later for Cambridge or Royston as alternative TPs for a rather minimal (167km) O/R. This was a *very* good day to have a serviceable T&S. No one got back and the day's honours for distance went to John Cardiff, Al Kay and Chris Rollings. John, flying the ASK-23, tackled several cu-nims, one of which responded by shouting at him and giving him electric shocks! Chris Rollings, too, got the odd tingle before landing at what the proud manager claimed is the largest sewage treatment plant in East Anglia! I'm not sure if there was a deliberate connection! The day was devalued to only 241pts and Al Kay took over the lead from Ted Lys by a few points. Next morning's prizes were supplemented by rubber gloves for anyone who climbed over 10 000ft in cu-nim the day before! Four pilots claimed them.

Day 3, Saturday, August 17. Then followed four days of on-off-come-back-tomorrow. Task setter Claude Woodhouse and Met man Mike Garrod swapped appropriate gifts one morning. Mike got a cluster of fir cones to optimise his search for weather windows and Claude a bottle of window cleaner for when they arrived!

One finally arrived on the Saturday, when a 319km quadrilateral was set. No showers were expected but there "might be over-convection in places." There was! The route was to Bicester, then *via* Olney (to avoid the London TMA) and on into East Anglia, to turn Bury St Edmunds.

First away at 1143 was Peter Reading but he soon regretted it, landing only 28km down the road. It *was* difficult at first, several having a close shave around Silverstone. Mike Young was next away and survived to get back over six hours later. Day-winner Brian Spreckley nearly landed out after a false start, finally got going an hour after Mike and arrived back with him. It was important to time one's move into the strato-cu areas.

I got to Bury St Edmunds in fine style only to land there at about 1530. Slowly the clamp cleared and the 20 pilots in the same area with me watched in anguish as late arrivals drifted through and away back along the road to the sunshine, Cambridge and HusBos. Six got back, including Brian Forrest, who only *just* made it in his Libelle. Only he and John Bally got back on both race days. If Brian hadn't made it over the hedge it would have cost him 60pts *and* the Championship! I wonder which calculator he uses!?

That was it! The Standard Nationals epitomised 1985. Both, like the curate's egg, were good in parts. Roll on, 1986!

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1/2 March, 1986



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REGIONALS' RESULTS

DUNSTABLE REGIONALS — July 27-August 4

No.	Pilot	Sailplane H'cap	Day 1.27.7	Day 2.31.7	Day 3.1.8	Day 4.3.8	Total Points
1	Stuart, T.	106 ASW-20	802	725	1000	368	2895
2	Bally, J. D.	103 Pegasus	1000	693	764	0	2457
3	Zealley, T. S.	111 ASW-20L	820	85	677	347	1929
4	Key, W. M.	101 DG-300	411	729	549	108	1797
5	Parry, N.	101 LS-4	334	1000	223	218	1775
6	Watson, A. J.	101 DG-300	0	820	739	0	1559
7	Freeman, D. J.	111 ASW-20L	453	691	32	76	1252
8	Harding, R. W.	108 Pegasus	482	0	663	34	1179
9	King, P. A.	108 Mini Nimbus	469	0	326	305	1100
10	Light, P. D.	108 Glasflügel 304	396	390	250	0	1036
11	Spencer, J. D.	94 K-23	*540	44	377	0	961
12	West, S. J. Cook, R. N.	104 PIK 20D	537 —	— 167	205 —	— 0	909
13	Warren, J. R.	98 Std Cirrus	817	0	75	0	892
14	Edwards, D.	100 Std Cirrus	0	393	555	0	848
15	Hynes, K.	111 ASW-20FL	801	0	0	0	801
16	Smith, G. N. S.	103 LS-4	0	729	0	0	729
17	Russell, F. K.	116 Glasflügel 604	0	564	79	0	643
18	Lynn, S. R.	111 ASW-20L	560	0	0	0	560
19	Jordy, M. J.	94 LS-2 90	186	310	676	0	496
20	Bird, M. (Skeaping, A. P2)	108 Calif	469	0	0	0	469
21	Wise, B. R.	111 ASW-20FL	264	77	62	0	403
22	Ellis, C. A. P.	94 Dart 17	0	372	0	0	372
23	Gilkes, G. N.	97 Astir CS	0	336	0	0	336
24	Parsons, R.	111 ASW-20L	0	0	296	0	296
25	Wesley, J.	98 Std Cirrus	104	DNF	DNF	0	104
26	Austin, T. M.	107 ASW-20BL	100	0	0	0	100
27	Richardson, D.	101 Pegasus, 101A	37	0	53	0	90
28	Duffin, E. R.	99 Std Jantar	53	0	0	0	53
29	Fairman, M. C. Marlow, T.	102 ASW-19B	— 0	36 —	— 0	0 —	36
30	Sear, D. W. Jones, B. A.	94 K-23	— 0	14 —	— 0	0 —	14
= 31	White, J. A.	103 Pegasus 101	0	0	0	0	0
= 31	Davis, P.	102 ASW-19	0	0	0	0	0
= 31	Storer, D.	115 Kestrel 20	0	0	0	0	0
= 31	Chodera, P. J.	96 Sport Vega	0	0	0	0	0

INTER-SERVICES REGIONALS, RAF Hullavington — July 30-August 8

Open Class

No.	Pilot	Sailplane H'cap	Day 1.31.7 198.5km ▲	Day 2.1.8 189km dog leg O/R	Day 3.3.8 131km dog leg O/R	Total Points
1	Farmer, A. T.	108 Nimbus 15	572	871	619	2062
2	Edyvean, J.	130 Nimbus 3	615	825	602	2042
3	Feakes, R.	130 Nimbus 3	554	867	503	1924
4	Tootell, W.	114 Ventus	176	872	571	1619
5	O'Dell, J. H.	106 Vega	597	475	443	1515
6	Spottiswood, J. D.	114 Ventus	215	811	372	1398
7	Eagles, T. W.	114 Ventus	566	391	410	1367
8	Hogg, A. J.	114 Ventus	521	239	570	1330
9	Pobjoy, M. A.	108 Nimbus 15	568	219	382	1169
10	Lenz, N.	108 LS-3A	63	899	175	1137
11	Hartley, K.	106 Janus C	56	606	397	1059
12	French Air Force	104 Janus	37	823	192	1052
13	Andrews, P. R.	112 Kestrel 19	509	184	267	940
14	Knowles, J.	112 Kestrel 19	218	336	300	854
15	Batchelor, A. M.	111 ASW-20L	45	411	362	818
16	Johnson, A. S.	106 Janus C	107	276	397	780
17	Bush, W.	104 LS-4	53	285	327	665
18	Sherlock, C. C.	108 Nimbus 15	32	493	0	525
19	Houghton, J. L.	112 DG-202	5	0	240	245
20	Young, Margaret	112 Ventus	0	DNF	DNF	0

Sport Class

No.	Pilot	Sailplane H'cap	Day 1.31.7 155.5km ▲	Day 2.1.8 156km dog leg O/R	Day 3.3.8 131km dog leg O/R	Total Points
1	Clark, A. J.	103 DG-300	480	929	390	1799
2	Stingemore, G.	99 Astir	530	804	438	1772
3	Hardy, M. F.	100 Std Cirrus	492	903	363	1758
4	Gildea, C. J.	100 SHK	466	758	433	1657
5	Curthew-Sanders, N.	98 Std Cirrus	475	730	383	1588
6	Richardson, J.	97 Astir	466	727	363	1556
7	Mitchell, T. M.	102 ASW-19	349	765	425	1539
8	Armstrong, P. W.	97 Astir	91	815	470	1376
9	Buckner, G.	103 Pegasus	489	231	438	1158
10	Lee, M. E.	103 LS-4	0	617	313	1130
11	Spiller, R. W.	97 Astir	66	740	293	1099
12	Smith, J. L.	103 Pegasus	0	724	300	1024
13	Murphy, N. L.	103 LS-4	1	707	289	997
14	Britton, D. B.	99 Astir	367	253	330	950
15	Mitchell, K.	100 Std Cirrus	250	268	330	848
16	Truelove, O. J.	97 Astir	22	734	40	796
17	Thompson, A. A.	97 Astir	127	197	393	717
18	Bould, A. D.	99 Astir	82	193	378	653
19	Arnall, R.	97 Astir	120	128	388	636
20	Plummer, J. A.	98 ASW-19 Club	268	251	105	624
21	Richie, P. J.	103 LS-4	201	383	18	602
22	Smith, A. P.	97 Astir	0	231	130	582
23	Smart, A. M. B.	97 Astir	111	231	158	500
24	Matthews, G.	97 Astir	111	335	5	451
25	Andrews, P. W.	97 Astir	69	75	232	376
26	Wright, S. D.	99 Astir	124	0	248	372
27	Bamfather, C.	97 Astir	54	24	183	261

Club Class

No.	Pilot	Sailplanes H'cap	Day 1.31.7 100.3km ▲	Day 2.1.8 101.8km dog leg O/R	Total Points
1	Hutchinson, S.	95 K-21	290	358	648
2	Hamner, P. M.	96 Sport Vega	299	328	627
3	Oswald, C. J. R.	94 K-23	130	365	495
4	Williams, P. R.	86 K-18	122	339	461
5	Willis-Fleming, R.	86 K-18	268	149	417
6	Jenkins, J.	96 Sport Vega	297	110	407
7	Stewart, D. R.	96 Twin Astir	0	389	389
8	Kirschner, P. M.	90 K-6E	145	111	256
9	Sharpe, G. J.	95 K-21	118	104	222
10	Hancock, A. (Green, J. P2)	95 K-21	125	94	219
11	Norman, J. D.	95 K-21	78	103	181
12	Chapple, H.	86 K-18	0	161	161
13	Becker, P. G.	84 K-6CR	0	150	150
14	Somerville, A.	95 K-21	78	17	95
15	Martin, G.	76 Blanik	0	78	78
16	Cook, J. H.	86 K-18	0	63	63
17	Brennen, P. A.	86 K-18	25	16	41

* = penalty; DNF = did not fly.

NORTHERN REGIONALS, Sutton Bank — July 27-August 4

Open Class

No.	Pilot	Sailplane H'cap	Day 1.27.7 148.5km ▲	Day 2.1.8 305km O/R	Total Points
1	Thompson, M. Mortimer, R.	112 Jantar	622 —	— 954	1576
2	Baker, P. E. Baker, R. J.	106 ASW-20	653 —	— *880	1533
3	Brisbourne, R. P.	106 DG-200	535	856	1391
4	Ramsden, P.	112 Kestrel 19	601	501	1102
5	Austin, D. C.	103 DG-300	535	556	1091
6	Galloway, J.	112 Kestrel 19	480	565	1045
7	Ellis, J.	108 DG-400	445	535	980
8	Fox, R. L.	96 Cobra	430	513	943
9	Taylor, P.	106 Vega	*185	732	917
10	Hunt, S.	103 LS-4	545	325	870
11	Philips, D.	118 Nimbus 2	345	368	713
12	Pozerskis, P.	116 ASW-17	0	702	702
13	Cervantes, S.	106 Vega	0	676	676
14	Luke, J.	112 Kestrel 19	646	0	646
15	Tapson, B.	118 Nimbus 2B	85	531	616
16	Walsh, A.	106 Mosquito	75	210	285
17	Brown, T. M.	100 ASW-19	40	222	262
18	Manley, K.	102 Cirrus	90	0	90
19	Swannack, J. Rice, J.	112 Kestrel 19	0 —	— 0	0

Sport Class

No.	Pilot	Sailplane H'cap	Day 1.27.7 115.5km ▲	Day 2.1.8 225km ▲	Total Points
1	Taylor, K.	100 SHK	620	830	1450
2	Bond, M.	88 Dart 15	262	990	1252
3	Scougall, B.	82 Olympia 460	620	610	1230
4	Olender, S. G.	82 Pirat	609	435	1044
5	Rees, A. J.	96 Libelle	484	525	1009
6	Hall, A.	100 ASW-19	444	510	954
7	Brook, M. F.	100 SHK	429	500	929
8	Dixon, G.	98 DG-100G	459	465	924
9	Taylor, C.	98 ASW-15	554	350	904
10	Chana, M.	84 K-6CR	494	375	869
11	Nash, S. R.	96 Cobra	212	535	747
12	Cross, B.	98 DG-101	210	435	645
13	Boxall, M. L.	88 Olympia 419	0	490	490
14	Robinson, P.	98 Libelle	0	435	435
15	Griffin, B. J.	78 Skylark 2	44	385	429
16	Wyke, A. J. Fox, J. N.	98 Std Cirrus	146 —	— 165	311
17	Jarvis, C.	95 Club Astir	133	125	258
18	Jones, G.	72 K-10	0	230	230
19	Heptinstall, P. G.	82 Olympia 463	209	0	209

ENSTONE REGIONALS — August 17-25

Open Class

No.	Pilot	Sailplane H'cap	Day 1.17.8 320.5km ▲	Day 2.21.8 249.5km ▲	Day 3.22.8 153.5km ▲	Day 4.25.8 186km ▲	Day 5.26.8 126km O/R	Total Points
1	Metcalfe, I. J.	112 Kestrel 19	230	1000	107	479	742	2558
2	Hamill, E.	111 ASW-20	65	978	188	452	596	2279
3	St. Pierre, A. H. G.	106 DG-200	201	872	160	380	599	2192
4	Steiner, P.	114 Ventus	227	907	54	151	791	2130
5	Lucas, Annabel	106 Mosquito	56	592	64	339	634	1685
6	Darby, M.	102 Cirrus	55	649	38	453	457	1650
7	Wilson, T. G.	112 Kestrel 19	229	933	20	0	463	1645
8	Wright, R.	108 Mini Nimbus	80	728	64	356	386	1594
9	Ellis, J.	110 DG-400	63	599	100	0	634	1396
10	Lassan, M.	110 LS-6	62	633	*55	157	378	1285
11	Phillips, D.	118 Nimbus 2	64	609	50	0	473	1196
12	Snow, A.	106 Mini Nimbus	50	523	14	0	549	1136
13	Atkinson, B.	106 ASW-20L	65	877	113	DNF	DNF	1055
14	Andrews, P. R.	106 Mini Nimbus	38	735	98	0	138	1009
15	Johnson, D. G. Butt, D. P. G.	112 Kestrel 19	— 1	585 —	— 17	0 —	— 403	1006
16	Sampson, D. L. H.	112 DG-202/17C	40	DNF	DNF	330	529	899
17	West, J.	128 Nimbus 3	129	400	33	228	DNF	790
18	Watson, Trish	118 Nimbus 2	34	534	82	101	0	751
19	Davies, M.	108 LS-3A	55	541	DNF	DNF	DNF	596
20	Stonebanks, P. J.	106 Vega	3	0	0	DNF	DNF	3

Sport Class

No.	Pilot	Sailplane H'cap	Day 1.17.8 232km ▲	Day 2.21.8 191km O/R	Day 3.22.8 118km O/R	Day 4.24.8 99km O/R	Day 5.25.8 121.5km ▲	Day 6.26.8 118km O/R	Total Points
1	Cowderoy, R.	103 Pegasus	373	922	*451	106	36	642	2530
2	Camp, G. W. G.	98 DG-100	139	948	413	18	77	776	2371
3	Charlett-Green, Mary	98 Std Cirrus	185	*848	403	10	27	655	2126
4	Boydon, M.	102 ASW-19	148	*900	195	1	69	778	2091
5	Brownlow, R. J.	99 Astir CS	381	743	375	0	75	402	1976
6	Jordy, M.	94 LS-2 90	326	567	387	112	38	486	1916
7	Dawson, M. R.	98 Std Cirrus	298	525	230	113	113	627	1906
8	Cox, A. W.	98 DG-100G	127	866	308	0	80	600	1781
9	Fox, R.	96 Cobra 15	284	872	*328	0	0	360	1642
10	Dunthorne, P.	98 Std Cirrus	127	887	49	0	100	453	1616
11	Payne, R.	98 Std Cirrus	90	627	209	0	99	453	1478
12	Moules, K.	97 Astir CS	100	*609	20	*103	0	633	1465
13	Heptinstall, P.	82 Olympia 463	256	739	407	8	0	DNF	1410
14	Day, M.	101 LS-4	122	*150	359	0	76	603	1310
15	Hawkins, P.	100 Std Cirrus	377	506	339	0	0	0	1222
16	Kingerlee, J.	98 Std Cirrus	61	232	145	7	0	669	1114
17	Svenson, B. Jones, G.	82 Olympia 463	136 —	— 801	353 —	— 0	13 —	— 0	1103
18	Bailes, G.	100 Std Cirrus	96	692	294	5	0	0	1087
19	Nash, Jane	96 Cobra 15	113	555	209	0	45	0	922
20	Ranford, P.	98 ASW-15	107	581	186	18	0	0	872
21	Fraser, I.	103 LS-4	101	*290	357	0	0	DNF	748
22	Kelly, N.	98 ASW-15	98	529	0	0	34	DNF	661
23	Roddis, D.	76 K-13	71	191	0	0	48	0	310

Sailplane & Gliding

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TRANS-EUROPEAN '85

I reported the first Trans-European in the October 1978 issue of S&G, p216, when briefly, I dwelt mainly on the poor weather; the sporting atmosphere; the magnificent welcome received from gliding clubs; the adventure; and the cost — concluding that the "Trans" is excellent value for money.

The 8th Trans-European left Angers on June 30 with 15 days to complete the 2228km course.

The Trans has always been dogged by poor weather in May/June. This year, for the first time, it was moved to June/July — with a marked improvement in weather and the proportion of completions. There was still some poor and marginal weather, but the winners got around in eight days, and 18 out of 26 gliders finished the course.

As I predicted in 1978, the atmosphere has changed slightly. There is still a tendency to fly in small groups, but along the last two legs the competition became a sprint with no holds barred. This year, as in 1978, the two winners were pair-flying; 1st and 2nd places were filled by well-known officers of the French Airforce, Commandant Lherm (French team member at Paderborn and Hobbs) (Ventus B) and General Vuillemot (Nimbus 3), whose exploit in soaring from France to Corsica a few years ago was widely reported. The General has always been an influential supporter of the Trans and it was very appropriate that he should share in this magnificent performance. They were the only pilots to progress every day and the only two never to land out. Their technique enabled them to share the heavy load of navigation and thermal finding. Nevertheless, they were both very tired at the finish.

Record number of competitors

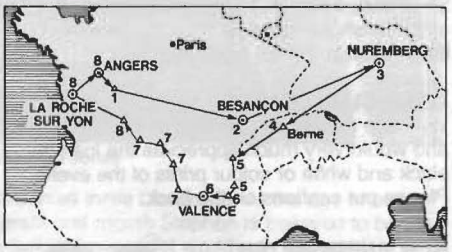
The great welcome extended by glider pilots everywhere is still the same as before, as is the sense of adventure (except that no one leaves without a crew and trailer any more).

There were two self-contained pilgrims with DG-400 motor gliders, who were flying *hors concours*, because no one has yet devised a satisfactory way of integrating them fairly into the competition. The real solution to this problem is for the motor gliders to race in a separate Class. Another novelty this year was the recognition of the Trans by the French Federation as a ticket of admission to the French Nationals. Together with the change of date this was responsible for the record number of competitors.

This time I flew in partnership with Jean-Claude Penaud, the founder of the Trans, and an ex-member of the French team who will be remembered by some readers as the youngest competitor at the World Championships at South Cerney in 1965. We flew our jointly-owned Ventus "Echo-Charlie", also known as "*Entente Cordiale*" and "European Community". The glider was followed by a camping car and trailer and we had a third man as driver. We slept and ate in the camping car. The total cost for the 11 days was exactly £500, including entrance fee, fuel, launches, food, and telephone. This proved an excellent formula for the Trans, which I highly recommend to newcomers to the race.

Despite four days of very poor weather which trapped several competitors in southern Germany, progress was made every day by some gliders. The best flight of the day was never less than 204km, and the best daily progress was 557km on Day 3 by Kurstjens, (Nimbus 3). The race turned into two separate races after Day 3, when 13 gliders left Besancon (the first TP) and despite dire predictions of thunderstorms over the Swiss Jura mountains and the Black Forest, four pilots elected to take that route. Their gamble paid off handsomely, and the same day all four arrived at Nuremburg (the second TP). Overnight the wind turned north-easterly and the advance guard had the wind at their backs, while the following platoon struggled towards Nuremburg in blue thermals with a headwind. Three of the leaders, Lherm, Vuillemot and Kurstjens parlayed this advantage into a two- to three-day lead which was invincible.

The two winners had a difficult time shaking off the challenge from Kurstjens (the current Dutch Champion), who finished in 3rd place. Arriving first at Nuremburg on Day 3 he turned around and started immediately on the third leg, carving out a lead of 130km. The next two days all three pilots struggled across southern Germany and Switzerland into the French Alps in deteriorating conditions. Kurstjens made shorter flights than his two followers on each of these days, but he kept ahead by using up



Route taken by the winners. The forward movements by aerotow or road were limited to 400km but only 262km were used.

some of his permitted capital of forward movement by road ("positive"). Day 6 was decisive. Lherm and Vuillemot were able to make short flights from aerodrome to aerodrome and arrived at Valence, whereas Kurstjens was blocked by bad weather at Annecy, 142km behind. After Valence the winners also began to dip into their reserve of "positive" and this kept them ahead (by 150km at the end of Day 7). All three made long flights on Day 8, with the winners scraping home to Angers late in the evening leaving the Flying Dutchman 105km behind at La Roche sur Yon.



Gerard Lherm, the winner.
Photo: Thomas Sulien.

The fourth pilot to arrive at Nuremburg, Frenchman Flament, (ASW-20), had some bad luck with his subsequent choice of route and with his crew-car and dropped back to the second platoon, where the race for 4th place was hotting up, the lead changing daily all the way back to Angers. Most of this platoon skirted the bad weather by keeping north of track on the way to Valence.

Meanwhile, the third group, including the two-seaters, were caught by a large zone of low cloud and rain, and some made no progress for three days. Rudolf Hartog, (ASW-20), from Germany and the oldest competitor, managed to escape and nearly caught up the tail end of the second platoon with a fine flight of 371km on Day 12.

We warmly welcome enterprising Brits who would like to join us next year, when one TP will probably be the Wasserkuppe. If interested, please write to me at Le Thoureil, 49350 Gennes, France, and I promise you an adventure you will never forget.

The leading results were in the October issue, p.223. William, representing GB, and his partner finished in 4th place. As well as the countries mentioned, there were pilots from Switzerland and Belgium flying a wide range of gliders.

BGA & GENERAL NEWS

FROM THE SECRETARY'S DESK

Barry Rolfe, BGA administrator

Indemnities and insurance in one form or another have occupied the Executive Committee at recent meetings. A new recommended indemnity form (or blood chit) for use by clubs has been introduced and copies have been circulated together with a set of explanatory notes. Further copies can now be obtained from Leicester if required.

Earlier this year the Ministry of Defence announced a huge increase in the amount of crown indemnity cover required by clubs operating from MoD airfields. This was resisted most strongly by BGA representatives and the original proposal of £5 million in every case was cut back to £1 million cover for gliders and £5 million for powered aircraft. We are still hoping to achieve an eventual breakdown of this blanket figure by an MoD individual assessment of the sensible amount of cover required at each of the many differing sites involved.

At this stage I risk being overtaken by events in trying to write this nearly two months before publication! Earlier this year we warned clubs that the cost of providing insurance cover against liability for all BGA rated instructors might result in the introduction of a small charge for the annual renewal of instructor ratings, and we received no adverse comment. The Executive eventually decided from January 1, 1986 to take out £500 000 worth of cover for all instructors as a "front line" insurance which would remove the need for individual clubs or instructors to take out their own insurance against the risk of liability incurred whilst on duty. However when, in September, we announced a £5 fee for renewal of ratings for 1986 we encountered some protests which have caused us to rethink. Accordingly in an attempt to gain a consensus all clubs were contacted in October with full details of the proposals and I trust that by the time this magazine appears we will have a final decision on instructors' insurance and rating renewals.

One of my more pleasant days this year (partly because it meant being unchained from the desk!) was a visit with other Executive Committee members to the Central Gliding School at Syerston to review air cadet operations since the advent of their sophisticated hardware in the shape of new gliders and launching equipment. Many an envious eye was cast over the facilities now available which would turn some civilian clubs green. We certainly have a greater understanding of the aims of the cadet movement and we hope for wider co-operation in the future and a steady flow of young pilots into our sport.

There has been some confusion again recently over the use of "Mogas" in tug aircraft involving the approved sources of this fuel and also the type approval of different makes of aircraft. We will circulate all clubs with a resumé of the current position but if anybody is in any doubt about their Mogas operation then they should make direct contact with Dick Stratton our Chief Technical Officer.

Don't forget that any topics mentioned here or at BGA Executive and sub committee meetings can best be expanded on at our Conference next spring at Harrogate. The programme and booking form is enclosed with this magazine and every effort has been made to keep the costs of attendance down to a reasonable level. I hope to see you there!

Barry Rolfe

S&G's NEW LOOK

We hope you share our enthusiasm for the new look given to S&G by graphic designer Harry Green.

His approach has been to rationalise the overall look and bring it more into line with contemporary trends, making it easier to read and to find regular features. As a bonus, he has widened the columns slightly to give us more space.

Harry designed *Antique Collector* for many years as well as other national magazines and is now concentrating more on books. Among his design successes were the **Sloane Ranger** books.

BRITISH TEAM SAYS THANK YOU

The British team is most grateful to all those who contributed voluntarily towards the finances or equipment for their entry in the World Championships and would like to say a very warm **thank you** to:

GEC Avionics; all gliding club members for their 50p part of their membership subscription; all those who bought lottery tickets and made other donations; **The Sports Aid Foundation; Ford of Britain Ltd; Townsend Thorensen Ltd; RD Aviation** (John Delafield and Dickie Feakes); **Mowbray Vale Ltd** (Carol Taylor); **Specialist Systems** (Tim Newport-Peace); **Sedgwick Aviation Ltd and Colonia (UK) Ltd** and **British Aerospace.**

Ben Watson, *British team manager*

INTER-CLUB LEAGUE

We have a report on the final in the next issue and would very much appreciate the loan of black and white or colour prints of the event. Please put captions on the back.

NEW ANEMOMETER



This hand-held anemometer, manufactured by Jumo Instruments of Sawbridgeworth, was found to be very easy to use and appeared to be accurate. It would be an asset for use on expeditions to hill sites. It costs £56.81 including p&p.

NATIONAL LADDER WINNERS

Trevor Stuart of London GC heads the Open Ladder to win the Enigma trophy with Annabel Lucas of Surrey and Hants GC winning the Club Ladder and the L. du Garde Peach trophy.

Open Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. T. Stuart	London	8746	4
2. G. Metcalfe	Surrey & Hants	8568	4
3. F. J. Shephard	Booker	8467	4
4. C. J. Batty	Cotswold	8235	4
5. M. B. Jefferyes	Essex	7722	4
6. P. R. Pentecost	Cotswold	7231	4

Club Ladder

Leading pilot	*Club*	*Pts*	*Flts*
1. Annabel Lucas	Surrey & Hants	6099	4
2. C. G. Starkey	Surrey & Hants	5739	4
3. J. Bastin	Surrey & Hants	5405	4
4. J. Walker	Coventry	4375	4
5. R. Goodman	Coventry	3757	3
6. C. Fox	RAE	2977	1

TWO-SEATER COMPETITION

Wolds GC at Pocklington are holding a competition for K-7, K-10 (the conversion) and K-13 two-seaters at their site from August 11-15. The entry fee will be £50 plus an aerotow charge of £9 for 2000ft launches.

If anyone is interested, contact the chairman, Les Cooper, at the gliding club, tel 07592 3579.

1986 COMPETITION DATES

Nationals. 15 Metre Class, June 7-15, Nympsfield; Open Class, July 26-August 3, RAF Hullavington; Standard Class, August 16-25, Dunstable.

Regionals: Booker, July 5-13; Northerns, July 26-August 3, Sutton Bank; Saltby, August 2-10; Inter-Services, August 5-14, Middle Wallop; Enstone, August 15-25.

Competition Enterprise, June 28-July 5, North Hill.

DITA AND SANDOR ALDOTT

Our superb colour poster is the work of Dita Aldott while the cover is by her husband, Sandor. This gifted couple are leading portrait, ballet and sailplane photographers who have contributed to *Soaring* for more than 25 years.

Sandor, better known as Alex, was born in Hungary and Dita in Czechoslovakia. They met when Dita joined Sandor in an acrobatic team in Vienna, later becoming professional dancers touring Europe as a popular adagio team.

He learnt to glide in England before leaving for the USA in 1960 and is still flying a Nimbus 3. While Dita isn't a pilot, she shares her husband's enthusiasm for the sport which is reflected in their exquisite pictures. They have been justly called the world's greatest sailplane photographers and have won countless prestigious trophies and awards.

Sandor explains that one reason for supporting S&G is to "show our thanks and



Above Sandor



Dita

appreciation to the British people for letting us stay in England when we were stateless (1948-60) and providing us with stateless passports which allowed us to travel the world in our show business career. Also, of course, my first steps in soaring flight started in England with Mr Stevenson."

We are most grateful for this opportunity to use photographs of such quality and artistry.

NO ADDRESS FOR CALENDAR

Unfortunately the address was omitted from the Aerospace Information Centre advertisement in the last issue, inside front cover, featuring the 1986 Soaring Calendar (Segelflug Bildkalender). It is available from P. Wynn-Jones, Grosvenor House, High Street, Newmarket, Suffolk CB8 9AL, tel 0638 663030 at £8.50, including postage, plus £1.28 VAT.

GLIDING CERTIFICATES

Congratulations to Hilary Stewart, wife of national coach Ken, on achieving 500km from HusBos on July 7 to become the 300th British pilot to gain Diamond distance.

On the same day Stephen Jones, the middle of Jane's and Ralph's three sons, flew 500km from Lasham to become the 200th British pilot



Stephen Jones

to win all three Diamonds. At the age of only 17 years one month Stephen is believed to be the youngest ever pilot worldwide to complete the Diamond badge, furthermore he has demonstrated great opportunism and economy of effort, for his Silver badge was completed in two flights, with Gold and Diamond heights simultaneously on another and Gold distance, Diamond goal and Diamond distance on one more — a total of four launches to cover all the FAI badge legs!

On September 1 Anthony Shelton flew a 500km closed-circuit from Portmoak, one of the few (if not the first) Diamond distances to be gained entirely in wave.

Gordon Camp, *FAI certificates officer*

ALL THREE DIAMONDS

No.	Name	Club	1985
198	P. L. Manley	Essex	2.7
199	A. Yorkas	South Wales	6.7
200	S. G. Jones	Lasham	7.7
201	R. B. Walker	Cambridge Univ	7.7
202	A. Shelton	SGU	1.9

DIAMOND DISTANCE

No.	Name	Club	1985
1/298	P. A. Baker	Cambridge Univ	2.7
1/299	P. L. Manley	Essex	2.7
1/300	Hilary Stewart	Coventry	7.7
1/301	R. J. Baker	Cambridge Univ	7.7
1/302	M. J. Webb	Bicester	7.7
1/303	G. F. Read	Booker	6.7
1/304	T. M. Mitchell	Fenland	7.7
1/305	A. Pozerskis	Coventry	7.7
1/306	P. W. Johnson	in USA	7.4
1/307	A. Yorkas	South Wales	6.7
1/308	S. G. Jones	Lasham	7.7
1/309	R. B. Walker	Cambridge Univ	7.7
1/310	G. D. Morris	Bristol & Glos	6.7
1/311	A. Shelton	SGU	1.9

DIAMOND GOAL

No.	Name	Club	1985
2/1432	M. J. Gibbons	Oxford	7.7
2/1433	G. W. Sturgess	Wyvern	7.7
2/1434	Jane Watson	Lasham	7.7
2/1435	M. A. Rolf-Jarrett	Lasham	7.7
2/1436	D. P. Martin	Bristol & Glos	7.7
2/1437	J. C. R. Rogers	Cranwell	7.7
2/1438	D. Connaway	Southdown	7.7
2/1439	R. W. Asplin	Coventry	7.7
2/1440	C. J. Masters	Bannerdown	7.7
2/1441	S. D. Wright	Heron	7.7
2/1442	P. B. Hogarth	Mendip	7.7
2/1443	J. R. Beard	Cotswold	7.7
2/1444	M. F. Lassan	Booker	7.7
2/1445	K. S. Davis	Essex	2.7
2/1446	Susan Hinder	Surrey & Hants	6.7
2/1447	A. Johnson-Laird	Surrey & Hants	7.7
2/1448	J. P. Beardmore	Coventry	7.7
2/1449	R. M. Grant	Surrey & Hants	7.7
2/1450	S. G. Jones	Lasham	7.7
2/1451	A. Jenkins	Oxford	7.7
2/1452	P. A. Winchester	Lasham	7.7
2/1453	S. J. Ferguson	Cotswold	7.7
2/1454	G. Martin	Bristol & Glos	2.7
2/1455	M. F. Cuming	Booker	26.8
2/1456	G. R. Davey	Bicester	13.9

DIAMOND HEIGHT

No.	Name	Club	1985
3/698	J. H. Fox	SGU	1.9
3/699	P. A. Gaisford	in Switzerland	12.5

GOLD BADGE

No.	Name	Club	1985
1101	M. J. Gibbons	Oxford	7.7
1102	G. W. Sturgess	Wyvern	7.7
1103	N. L. Murphy	Bicester	7.7
1104	J. C. R. Rogers	Cranwell	7.7
1105	D. Connaway	Southdown	7.7
1106	R. W. Asplin	Coventry	7.7
1107	D. J. Langrick	Coventry	20.7
1108	M. F. Lassan	Booker	7.7
1109	K. S. Davis	Essex	2.7
1110	A. Johnson-Laird	Surrey & Hants	7.7
1111	R. M. Grant	Surrey & Hants	7.7
1112	S. G. Jones	Lasham	7.7
1113	G. Martin	Bristol & Glos	2.7
1114	P. A. Gaisford	in Switzerland	12.5
1115	M. F. Cuming	Booker	26.8

GOLD HEIGHT

Name	Club	1985
D. J. Langrick	Coventry	20.7
R. W. C. Smith	Highland	10.8
Amanda Walker	Hambletons	24.8
S. J. Parsonage	Swindon	28.8
D. O'Donald	SGU	1.9
P. A. Gaisford	in Switzerland	12.5
C. A. Douglas	Northumbria	17.9

GOLD DISTANCE

M. J. Gibbons	Oxford	7.7
G. W. Sturgess	Wyvern	7.7
Jane Watson	Lasham	7.7
M. A. Roff-Jarrett	Lasham	7.7
D. P. Martin	Bristol & Glos	7.7
N. L. Murphy	Bicester	7.7
J. C. R. Rogers	Cranwell	7.7
D. Connaway	Southdown	7.7
R. W. Asplin	Coventry	7.7
C. J. Masters	Bannerdown	7.7
S. D. Wright	Heron	7.7
P. B. Hogarth	Mendip	7.7
J. R. Beard	Cotswold	7.7
M. F. Lassan	Booker	7.7
K. S. Davis	Essex	2.7
Susan Hinder	Surrey & Hants	6.7
A. Johnson-Laird	Surrey & Hants	7.7
J. P. Beardmore	Coventry	7.7
R. M. Grant	Surrey & Hants	7.7
S. G. Jones	Lasham	7.7
A. Jenkins	Oxford	7.7
P. A. Winchester	Lasham	7.7
S. J. Ferguson	Cotswold	7.7
G. Martin	Bristol & Glos	2.7
G. G. Dale	Dorset	24.8
M. F. Cuming	Booker	26.8
G. R. Davey	Bicester	13.9

SILVER BADGE

No.	Name	Club	1985
7066	R. J. Bickerton	Aquila	7.7
7067	D. Prosolek	Newark & Notts	28.5
7068	P. T. Willes	Marchington	15.6
7069	S. L. Shead	Two Rivers	13.7
7070	R. G. Green	Kent	14.7
7071	K. E. Lewis	North Wales	20.7
7072	J. R. Fleetwood	Avon Soaring	20.7
7073	F. R. Wolff	Devon & Somerset	23.7
7074	P. A. Rance	Cambridge Univ	21.7
7075	S. J. Cooke	Cambridge Univ	27.7
7076	G. C. Beardsley	Brackley	27.7
7077	M. Morley	Portsmouth Naval	17.6
7078	A. Harris	Coventry	6.7
7079	N. J. Wright	Avon Soaring	7.7
7080	A. Spalding	Coventry	2.7
7081	J. B. Hoolahan	Kent	7.7
7082	D. King	Vale of Neath	7.7
7083	J. P. W. Heal	Norfolk	7.7
7084	C. M. Stevens	Two Rivers	7.7
7085	Gillian Bull	Essex	8.7
7086	A. Hookway	Essex	27.7
7087	G. C. Knight	South Wales	6.8
7088	G. MacDonald	Swindon	31.7
7089	P. F. J. Croote	Mendip	7.7
7090	K. R. Merritt	Mendip	7.7
7091	C. G. Malkin	Burn	10.8
7092	S. Naylor	Burn	8.8
7093	J. W. Bourne	Burn	8.8
7094	S. W. Slater	Trent Valley	8.8
7095	B. G. Connell	Avon Soaring	10.8
7096	C. J. Shawdon	Booker	14.6
7097	M. Robertson	Strathclyde	16.8
7098	J. Wills	Booker	17.8
7099	M. G. Dolphin	Kestrel	17.8
7100	V. J. Day	Booker	17.8
7101	M. J. B. Sheard	Cleveland	17.8
7102	T. H. Brown	Two Rivers	18.8
7103	Doreen Bond	Essex	21.8
7104	H. Lowe	Midland	21.8
7105	C. J. Davison	Devon & Somerset	22.8
7106	P. A. Pringle-Thomson	London	26.8
7107	S. J. Parsonage	Swindon	28.8
7108	N. D. Tarratt	Aquila	15.6
7109	T. Grant	661 VGS	24.8
7110	Elizabeth Harris	London	1.9
7111	P. Holland	Yorkshire	17.8
7112	G. A. Rivett	Surrey & Hants	17.8
7113	Daphne Holland	Surrey & Hants	29.8
7114	J. Moore	Norfolk	27.7
7115	G. A. Passmore	West Wales	6.7
7116	G. A. Purbrick	Booker	7.7
7117	C. R. Passmore	Yorkshire	6.9
7118	Ann Johnson	Kent	6.9
7119	C. H. G. Jones	London	6.9
7120	S. France	South Wales	6.9
7121	S. R. Housden	Cotswold	6.9
7122	T. J. Jaggers	Kestrel	6.9
7123	N. J. Ashworth	Ouse	10.9
7124	B. M. Pike	Surrey & Hants	13.9
7125	R. B. Godwin	Inkpen	15.9

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

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew	Age	Injury	Pl/Hrs	Summary
47	K-13	2944	S	20.4.85 12.00	Duxford AF	P1 P2	34 23	N N	219 1	When speed began to decay at about 500-600ft during a winch launch, the instructor lowered the nose and released at 42kt. A short right-hand circuit was initiated, maintaining 42kt. On realising that height was being lost rapidly P1 attempted to level the wings but starboard wing caught the ground and the aircraft cartwheeled. (Incipient spin on low slow turn in wind gradient? A.K.M.)
48	Astir CS	2239	M	5.5.85 18.00	Wycombe Air Park		28	N	42	Pilot used excessive airbrake on approach resulting in landing in undershoot field. Glider ran into hedge causing some minor wing damage.
49	K-7	2306	M	4.5.85 11.59	Ringmer	P1 P2	31 24	N N	250 0	Pupil failed to complete roundout. Instructor did not take over and a heavy landing resulted.
50	K-7	2306	M	27.8.84 14.30	Ringmer	P1 P2	24 22	N N	209 0	Pupil did not round out and instructor failed to take control. A heavy landing resulted.
51	K-7	2306	M	22.9.84 18.25	Ringmer	P1 P2	43 40	N N	380 0	Pupil failed to round out and instructor failed to take over in time. A heavy landing resulted.
52	Bocian	1951	M	20.4.85 14.30	Milfield		63	N	35	On base after otherwise satisfactory circuit, pilot did allow for drift, and after final turn, opened airbrakes and let speed decay. Pilot realised predicament and closed the brakes and increased speed. Just short of boundary fence pilot opened airbrakes suddenly — he thought he was closing them completely — and the tail wheel caught the top of the fence. Pilot was taking nasal decongestant drug which could impair driving and flying ability.
53	K-21	2702	M	5.5.85 10.15	Lasham	P1 P2	42 21	N N	1094 0	Autotow launch in crosswind and rain. After a long ground run glider lifted normally to 10-15ft when launch speed decayed. P1 released but glider sank rapidly resulting in a heavy landing.
54	Blanik	2061	M	17.3.85 16.30	Talgarth A/F	P1 P2	54 ?	N N	1037 —	Returning to the airfield after an air experience flight the pilot started a downwind leg at 800ft. He decided to widen his circuit and also used airbrakes on base leg. Final turn was low and an undershoot situation developed. Brakes were not closed but nose was raised to clear wire boundary fence. A heavy landing resulted which caused collapse of the undercarriage.
55	K-13	2830	M	5.5.85 11.00	Chilham Nr Challock	P1 P2	34 21	N N	432 0	Cloud closed in below aircraft during aerotow. P1 of glider signalled he could not release and a let down commenced from 2300ft. Tug gave signal to release and glider released at 900ft. Glider pilot found a suitable field at about 500ft. Struck 2-3 electric fence posts unseen from the air during ground run. Tug aircraft returned safely to airfield.
56	K-13	2934	M	16.5.85	Lasham	P1 P2	31 27	N N		A muffled bang was heard when the weak link broke at about 750ft. A safe circuit and landing was made. Inspection of the tailplane on the ground revealed that its upper surface had been damaged by the parachute/weak link assembly.
57	Bocian	1668	M	26.5.85 16.30	Condor		62	N	5½	Airbrakes open on winch launch. Pilot in "severe sink" turned early, just cleared boundary fence, but open airbrake paddle just caught rubble pile. Pilot unaware of open airbrakes.
58	K-6CR	2315	M	31.5.84 16.37	Anston, Nr Worksop		32	N	55	First cross-country. Left selected field for "better" area of lift which did not materialise. Field options reduced to standing crop and tailplane damaged on landing.

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

HOBBIES (Marjorie Hobby)

SEGELFLUG BILDKALENDER 1986 — £9.78 incl. p & p
Special Offer – 3 or more ordered together and despatched to one address. £9.50 each inclusive

CHRISTMAS CARDS — Hobbies unique gliding greeting cards 10 cards (5 designs) with envelopes £3.30 incl.

BOOKS — Over 50 titles to choose from – see October S & G page 208

PARACHUTES — Strong's (USA) LO-PO Now better value – send for details

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(Ansafone 0743 723885) or 02514 5365 evenings 6-10 pm

1986 NATIONALS QUALIFYING LISTS

1. Only the top 100 pilots are shown on each list for convenience. All pilots who competed in the 1985 Nationals and those who were rated on the 1985 Priority List have a rating on the 1986 Nationals Priority List. The top four places are given to the pilots who represented Great Britain (lucky lads) in the 1985 World Championships at Rieti.
2. All pilots who competed in a rated Regional competition in 1985 have a rating (other than the lower scoring pilot when a glider was shared) as have those who were rated on the 1985 Nationals Promotion List; together they make up the 1986 Nationals Promotion List. Those pilots who earned a rating on the 1986 Promotion List but are also in the top 30 of the 1986 Priority List have been omitted from the Promotion List as they are guaranteed a Nationals place. The method of compiling the lists is described in S&G, December 1980, p297.
3. Pilots who have a low position on the Promotion List should not be discouraged from applying to fly in the Nationals as experience has shown that they often get a place. Applications to fly in the Nationals must be at the BGA office by January 31, 1986. Applications received after that date will be placed on the "Reserve Entry List" in order of receipt and below all applications received on time, regardless of pilot's rating.
4. Minor changes to the method of compilation of the 1987 Priority and Promotion Lists are currently being discussed by the Competitions Committee and a detailed explanation of how the 1987 lists will be produced will appear in S&G later in the season.
5. Any queries relating to pilot's position or compilation of lists should be addressed to the undersigned *via* the BGA Office.

J. D. BENOIST,
BGA Competitions Committee

PRIORITY LIST 1986

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

W = 1985 World Championships; 15 = 15 Metre Class Nationals; O = Open Class Nationals; S = Standard Class Nationals; QL = 1985 Nationals Priority List.

PROMOTION LIST 1986

1	Stuart, T.	(D)
2	Clark, A. J.	(ISS)
3	Bastin, J. C.	(LA)
4	Macfadyen, T. E.	(W)
5	Lyttleton, C.	(B)
6	Cowderoy, R.	(ES)
7	Randle, M.	(LB)
8	Metcalfe, I. J.	(EO)
9	Farmer, A. T.	(ISO)
10	Taylor, K.	(NS)
11	Mortimer, R.	(NO)
12	Hutchinson, S.	(ISC)
13	Zealley, T. S.	(D)
14	Stingemore, G.	(ISS)
15	Durham, M. W.	(LA)
16	Rowland, C.	(W)
17	Mather, A.	(B)
18	Camp, G. W. G.	(ES)
19	Parry, N.	(D)
20	Hamill, E.	(EO)
21	Stone, A. J.	(QL)
22	Edyvean, J.	(ISO)
23	Dall, R.	(QL)
24	Bond, M.	(NS)
25	Kiely, K.	(QL)
26	Baker, R. J.	(NO)
27	Hardy, M. F.	(ISS)
28	Harmer, P. M.	(ISC)
29	Ramsden, P.	(QL)
30	Watson, A. J.	(D)
31	Wilby, C.	(QL)
32	Charlotte-Green, J.	(W)
33	Langrick, D.	(QL)
34	Read, G.	(B)
35	Webb, M.	(QL)
36	Charlotte-Green, Mary	(ES)
37	Woodford, J.	(QL)
38	Gildea, C. J.	(ISS)
39	Odell, J. H.	(QL)
40	Smith, E. R.	(LB)
41	Forsey, L. K.	(QL)
42	St Pierre, A. H. G.	(EO)
43	Feakes, R.	(ISO)
44	Freeman, D.	(D)
45	Pentecost, P. R.	(QL)
46	Scougall, B.	(NS)
47	Smith, G. N. D.	(QL)
48	Brisbourne, R. P.	(NO)
49	Reading, P.	(QL)
50	Morris, B. C.	(LA)
51	Powell, B.	(QL)
52	Manwaring, A.	(B)
53	Scott, T. J.	(QL)
54	Boyden, M.	(ES)
55	Elliott, B.	(QL)
56	Oswald, C. J. R.	(ISC)
57	Costin, M.	(QL)
58	Curthew-Sanders, N.	(ISS)
59	Hawkins, P.	(QL)
60	Harding, R.	(D)
61	Bridges, R. C.	(QL)
62	McAndrews, G. E.	(LB)
63	Steiner, P.	(EO)
64	Hardy, M. F.	(QL)
65	Tootell, W.	(ISO)
66	Cousins, R.	(LA)
67	Sommerville, A.	(QL)
68	Pozerskis, A.	(QL)
69	Olender, S. G.	(NS)
70	Lovell, C.	(QL)
71	Crawshaw, G.	(QL)
72	Lowrie, C.	(B)
73	Eade, D.	(QL)
74	Brownlow, R. J.	(ES)
75	King, P. A.	(D)
76	Hill, D. J. M.	(QL)
77	Richardson, J.	(ISS)
78	Baines, R.	(QL)
79	Williams, P. R.	(ISC)
80	Ward, M.	(QL)
81	Young, J. R.	(LA)
82	Stewart, K.	(QL)
83	Bradney, F. G.	(LB)
84	Gaunt, T. R. K.	(QL)
85	Light, P.	(D)
86	Emmett, M.	(QL)
87	Lucas, Annabel	(EO)
88	Hodsman, D. A.	(QL)
89	Alldis, C.	(QL)
90	Hawkins, Pam	(W)
91	Buckner, G. G.	(QL)
92	Mitchell, T. M.	(ISS)
93	North, S.	(QL)
94	Harborne, P.	(B)
95	Ellis, J.	(QL)
96	Jordy, M.	(ES)
97	Logan, M.	(QL)
98	Rees, A. J.	(NS)
99	Austin, D. C.	(NO)
100	Spencer, J.	(D)
101	Ashdown, I.	(LA)
102	Norrie, A. J.	(QL)

B = Booker Regionals; LA = Lasham A Regionals; LB = Lasham B Regionals; D = Dunstable Regionals; EO = Enstone Regionals Open Class; ES = Enstone Regionals Sport Class; ISO = Inter-Services Regionals Open Class; ISS = Inter-Services Regionals Sport Class; ISC = Inter-Services Regionals Club Class; W = Western Regionals; NO = Northern Regionals Open Class; NS = Northern Regionals Sport Class; QL = 1985 Nationals Promotion Qualifying List.

YOUR LETTERS

WHERE HAVE ALL THE OBSERVERS GONE?

Dear Editor,

The problem of finding an official observer before attempting a badge flight is a continuing one. At the time you need one they just do not exist or they are part of the club's pundit mafia who only sign each other's declarations and barographs.

Can't a short chat concerning an observer's responsibilities be included on assistant instructors' courses and the application forms handed out? Can't an application form be included with every Silver C certificate returned to pilots?

Can I suggest to observers that instead of snarling for a pen when their services are required they merely elicit a promise of a pint in the bar should the flight be successful. It does wonders for one's bar bill and makes the whole thing worthwhile.

DOUG EDWARDS, *Langley, Berks.*

WEIGHING AND OPERATING LIMITATIONS

Dear Editor,

In response to Mr Tucker's letter in the last issue, p225, I would like to put his fears at rest.

The data on current sailplanes, essential to operate the glider within its limitations, in all configurations of CG; waterballast, with/without wingtip extensions etc, can only be contained in the flight manual for the type, which should be available "on board".

For those older types for which flight manuals were never required as part of the certification procedure, we do our best to include essential data on the BGA C of A.

Whereas the BGA have introduced a simplified weight and balance placard, emphasising the max/min solo cockpit weights for two-seaters, we have never discouraged operators from displaying the details as they best think fit! You may of course retain the properly calculated loading charts.

To summarise the situation, we believe that accurate weighing is not very meaningful unless it is related to "accurate" operation, and that means on-the-spot reference to the flight manual before you fill the fin with water!

Likewise, such other limitations as speeds etc can best be transmitted to the operator by placarding, and best of all by colour sectored ASI's as required by JAR 22.1545. In other words, as with powered aeroplanes, it is no longer possible to include on the C of A the data required to safely operate the aeroplane to which it relates!

R. B. STRATTON,
BGA chief technical officer.

A PLEA TO WIVES

Dear Editor,

I have read several letters in S&G and heard many conversations on the topic of husbands and wives in the gliding world. In the main the two are totally separate which I find very sad.

I am the wife of a glider pilot and happy to be so. My husband flew in the ATC as a teenager and some years after our marriage took it up again. I wanted to see and understand what it was he loved so much, so I joined in and also fell in love with gliding.

I always thought marriage meant being together, so why not all you men tell your wives you want them to learn to glide and so be together. Take the children with you. OK it's hard work sometimes and not always possible with very young children, but that doesn't last long. You'll find so much more to talk about, can share great joys and commiserate over your disappointments. Gliding widows will no longer be left alone all weekend, the children will be with both parents and all will find it great fun.

Please all you men, stop moaning about the wives who are left at home moaning about you. Come on wives, get out there and don't just be the sandwich makers and retrievers, but fill the places that are so badly needed in the gliding world as I keep reading in nearly every issue.

My message is make gliding a family sport and stop the old chauvinistic segregation.

JANET LADLEY, *Dereham, Norfolk.*

LOOK AFTER YOUR MICROPHONES

Dear Editor,

I am absolutely fed up with the gliding frequencies being jammed.

I feel sure it is happening because people put their microphones in the glider's side pocket and the transmit button becomes depressed by other articles in the pocket.

As a microphone with no provision for storage is a safety hazard, it seems logical to me that BGA inspectors should ensure at the C of A that the radio is a "proper" installation.

The best option that satisfies the safety and annoyance problem must be a boom microphone and push to talk button on the stick.

If you have a loose microphone in your glider, for goodness sake secure it properly.

STEVE PARKER, *Bristol.*

FLYING CABLE PARACHUTES

Dear Editor,

Tony Gee's article in the August issue, p181, gives a clear description of an incident when a shock rope assembly, complete with parachute, became attached to the tailplane of the glider he was in charge of following a weak link failure. This particular hazard seems fairly well defined to us at Farnborough, but I have only heard of it happening elsewhere once — to another of our pilots. Viewed academically it is potentially lethal, and perhaps should have received more publicity *via* the BGA net than it has. This is the history and technical background to date.

Back in 1980, we found holes in glider tailplanes of unknown origin. After investigation we diagnosed unreported handling damage for want of a better idea — until the gremlin showed its hand. Exactly the sequence in question happened to our K-7 (incident 1980/41), which was being flown by a pilot on his third solo. He landed safely, unaware that anything was wrong except heavy sink. At the time our launching cables included, in rising order: half-tonne parafil, weak link assembly, surplus ejection seat drogue arranged to carry the load through the shroud lines (to discourage it from billowing), about 15ft of 3000lb laid nylon (encased in hose to keep it out of wheel boxes) and the rings. A whiplash effect was suspected, and the nylon, which can stretch up to 40% before failure, was blamed. This was replaced by less elastic 5000lb pre-stretched terylene and the problem seemed to go away. Thus we continued, at about 4000 launches a year, until the incident (1985/16) described by Tony occurred. Clearly the hazard had not been eliminated entirely. I took the offending parts away to find out more.

The obvious thing to do was to tension the whole assembly vertically until a weak link broke, then watch what happened. This showed conclusively that the strop stored enough energy at 1000lb tension to hurl itself at least to the height of the rings in a ball — or perform the Indian rope trick if the bottom missed the parachute on the way up — in less than half a second.

A strop in which the load was carried from weak link to rings on the pre-stretched terylene, instead of through the drogue shrouds, did exactly the same.

Why are gliders not struck more often? Perhaps they are. Our IS-28 has a healthy appetite for weak links, and I remember at least once hearing a boom from the direction of the tiller flat when one broke, and thinking nothing of it. Until late 1984 we used half-tonne parafil, whose joints fail more often than do 1000lb weak links — this may have masked the effect. Shortly before the last incidence we changed to one-tonne parafil.

In terms of results, there the story rests. We had inbuilt in our cables a potentially dangerous behaviour, albeit one which appeared but rarely. This I feel is unacceptable — it is probably inevitable that some of the shock rope below the rings will reach the height of the glider when a weak link breaks, but that all of it should do so with such conviction is not on.

We now tie a short length of 250lb-breaking-strain line across our weak links to absorb some of the whiplash energy before it breaks in its turn. This has not been tried and is seen, with the inherent low probability, as a stopgap to be used until a more convincing system can be introduced. Possibilities I hope to try are changing the rope for seven-ton steel cable (which should store *less energy at 1000lb) and natural fibre rope* (whose greater intrinsic damping than synthetics may help).

Has this happened anywhere else? Has anyone a positive, elegant cure? Such behaviour could conceivably shoot off or jam, *say, an elevator hinge, has crossed my mind as I watched Tony Gee's handling checks from* the ground. If weak link strengths are increased, the action will become more violent still when one does go. When we get more results, as time and crane availability permit, I'll pass them on.

JOHN STONE, *CFI, RAE GC*

THE GERMAN WAY

Dear Editor,

I read the article by Tony Gee and I can't help wondering if the position of the weak link in the cable used led to the incident. It is clear that during the launch the cable is under tension and when the weak link does break the rope strop and cable will tend to leap towards the glider.

Let me explain the system that my club uses (and I think is laid down in the regulations governing gliding operations here). The cable comes into a carabiner which hooks onto the ring at the base of the parachute. From the top of the parachute there is a 10m length of steel cable inside a length of hosepipe. Then there is the weak link, then a 3m length of cable-in-hosepipe and finally the two rings. Thus if the weak link does break during launch there are the twin advantages that the parachute is still being pulled away from the glider and that only a 3m length of cable-in-hose-pipe is flying around the glider. If the winch loses power then the parachute is over 40ft away from the glider which gives some time for reaction.

HOWARD MILLS, *Halstenbek, W. Germany.*

CAN ANYONE HELP?

Dear Editor,

Some years ago a method was devised of welding solid launching cable using the winch and tractor batteries.

If anyone is still doing this or can remember how it was done I'd be grateful to receive details, either to the address below or the Wolds GC at Pocklington. Original material will be photographed and returned if requested.

MIKE USHERWOOD, *4 Mendip Close, Huntington, York YO3 9RR.*

THIS WINCH IS NOT COMPLEX

Dear Editor,

I take issue with the second half of Bob Rodwell's letter on the subject of winches, in your last issue, p224.

If Bob had read the advertisement on the Munster van Gelder winch in the August issue, p161, more carefully he would have seen it stated "24 *PLUS* cable/hour capability". In practice, with reasonably efficient field work and a numerically big enough grid of gliders, between 32 and 36 launches/hour are achievable; as regularly demonstrated in the Dutch National Championships which use the van Gelder for launching. But max launch rates at this sort of level are somewhat academic since your average gliding clubs' weekend grid is not that well organised and would not be that big — at least, not for long.

As to the van Gelder being complex, it is quite obvious that Bob has not seen it as he would soon realise that, like most good engineering, it is ingeniously and carefully designed but mechanically remarkably simple. His implied contention that a single-drum winch/retrieve winch combination is as good as or better than a multiple-drum system, does not bear close examination. Which is perhaps why Gordon Peters, in spite of his "puzzlement" as to why the winch/retrieve winch "has failed to find more widespread adoption", is so busy plugging the two-drum (only) Supercat!

JOHN JEFFRIES, *London Sailplanes Ltd.*

GLIDING AT AOSTA AND FUENTEMILANOS

Dear Editor,

These two sites seem to be the best in Europe at present and thanks to the kindness and efficiency of Oerlinghausen GC I have had my fill of gliding during the last year — 14 Diamond legs in 12½ months. In March the wave worked well at Aosta and I got Diamond height on three separate occasions. One day 55 pilots got Diamond height not counting one who went up and down six times.

In Spain one pilot did 1000km twice in one week in a Nimbus 3. I got 500km three times in three weeks and on August 8 three Brits, John Rolls, Pat Swaffer and myself got 500km in blue.

These sites are not expensive as cheap accommodation is available. I can get to Spain door to door in 23hrs. I don't know if I am getting better as a pilot but I am certainly getting the confidence. One loses one day in ten to bad weather there whereas contests in the UK are sometimes rained out with only two or three days of flying.

I think British pilots should explore these sites more actively otherwise we may be frozen out when they get crowded in a few years' time.

BRENNIG JAMES, *Marlow Common, Bucks.*

WELL IT IS CHRISTMAS!

(Pam Rollason claims she found this letter lying around the Essex GC's bar after she wrote to Platypus, April issue p85, saying that women should encourage their menfolk to glide and included the quote: "What better way to save on the housekeeping money! Is Denis too old to take it up?" MT – Westminster. Our apologies to John Wells.)

Dear Editor

Thought I'd let you know I took the old girl's advice and went on a passenger flight at North Weald. Got in with the wrong lot at first, and it wasn't until they'd strapped me in the parachute and I'd said "Where's the damn glider?" that I realised I'd joined the parascenders! Anyway, they pointed me downwind in the right direction and I got there in the end.

Had to hang about a bit before I took off but chatted to an excellent fellow believed to be the club chairman, who had a lot to say about private enterprise. That's the sort of chap we need to get the country on its feet again! Was flown by another charming chap called Rollason. Asked him if he was doing flights to eke out his pension, but he said he was only 49 and running a subsidiary of BT. Had a bit of bother getting enough height, it seems. "Don't panic!" he kept saying, as we flew through the trees. Didn't realise I had to until he said "Don't panic." Got another flight on the house. What a splendid view up there! Could almost see Maggie doing her bit down in the Smoke.

Anyway, enjoyed it so much that I enrolled on a course. They were a few short so I got St John Stevas and Nigel Lawson's cousin to come along as well. The first thing the club did was to get another quid off each of us for a logbook. Didn't begrudge it, though it's got nothing in it. Put it with my honorary doctor's degree in Maggie's china cabinet. Same sort of thing — and better paper, too.

Then they taught us the lingo. Fascinating stuff. "Up slack" reminded me of one of Maggie's remarks to the Labour back bench when she gets into the House after the hairdressers. Lawson's cousin said it put him in mind of her monetary policy. I shall certainly suggest to the whips that "All-out" will cut down on the typewriting bills.

Chap called Mitchell ran the show. Competent man and an ex-Army type so we got along very well. You'll want to know how I got on with the flying. Gave myself a rupture getting the damn plane out of the hangar. Norman didn't do much. Stood outside brooding about the notices in the clubhouse, and saying he must have a word with Keith Joseph on the state of British education. Quite upset a couple of young teachers who were heaving the K-13 out, and he nearly got run down.

Had a good lunch at The King's Head. Lawson's cousin went over the top a bit and took away the gins Norman and I ordered and gave them to the barmaid. Cost him an arm and a leg for the lager shandies. Serve him right. We'd had a few when we staggered back to the field and Norman was in a fighting mood. Chopped the cable every time he went up. Delayed things a bit.

Went up myself quite a few times. Didn't realise you had to move the thing around on your own. Played havoc with the cheese and pickle sandwiches, I can tell you. Don't remember too much about it except the chap in the back shouting "Keep your nose up" every time I nodded off.

But all in all a very enjoyable experience. The only disappointment was that the Mitchell chappie wouldn't fly me to Chequers on the Friday afternoon. Would have dropped him a few bob for his trouble, too.

However the old girl's now confident that should we get hi-jacked crossing the Atlantic, yours truly can now take over the controls as well as Tebbitt.

All the best,

Keep Britain in the air.

DENIS

Correction: Our apologies to Peter Gristwood, in the Silver Badge list in the last issue, p243, for attributing him to London GC — he is a member of Bristol & Gloucestershire GC.

Correction: We regret the picture captions of the World Championships 15 Metre and Standard Class winners in the last issue, p237 and 238 should have been reversed.

CLUB NEWS

Copy and photographs for the February-March issue of S&G should be sent to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, telephone 0223 247725, to arrive not later than November 26 and for the April-May issue to arrive not later than February 11.

GILLIAN BRYCE-SMITH

October 9, 1985

ALTAIR (Edgehill)

Much has happened during our two year absence from Club News. Linda Godfrey went solo after only 16yrs of gliding — at the age of 23! We raised over £500 for charity with a weekend of sponsored flying and a good deal of local publicity. We devoted a number of weekends to local scout troops working for their air badges.

In December 1983 we lost our site when the farmer sold out. After weeks of travel, negotiation and despair we heard that Shennington Airfield (or Edgehill) was being vacated by Automotive Products. Interviews with the farmer led to us moving to our new site in April 1984. Since then a steady NW wind at weekends has meant all we can do is listen to tales of how the CFI got his duration on that very ridge in 1960 with no trouble at all! However Bronze flights have been achieved by John Walker, Phil Brennan, Chris Parsons, Dave Street, Brian Badger, Phil Akrill, Brian Roberts and Gary Moden.

Annual trophies went to Alistair Cook for his duration at Camphill; to Phil Brennan as "Nearly man of the year" for coming close to Silver legs and to Linda Godfrey as "Smasher of the year" for writing off the farmer's trough with the towcar and a T-21.

We stopped writing things off this year because somebody else started doing it for us. Two towcars were smashed to pieces earlier in the year and now 15 windows have been broken in our caravan/clubhouse.

A new twin-drum winch was built by Mick Allford, assisted by Phil Akrill, and the club two-seater fleet has increased due to the sale of ATC gliders and the lack of availability of insurance. Syndicate machines have also increased with the arrival of a K-2 and another Oly. We are desperate for a hangar and now that we have security of a lease and permanent planning permission we plan to run courses next year to swell the hangar fund.

We picked a good week for our flying week in May when Phil Brennan and John Walker flew Silver distances. Membership is down, due largely to the bad weather, but the launch rate is up and we need more pupils.

Finally, a plea to glider pilots who fall out of the sky near Edgehill. The locals aren't too happy about powered aircraft so please don't radio for a tug before you land. We will be glad to give you a re-light from our winch.

J.G.

ANGUS (Arbroath)

Our thanks to the organisers of our very successful annual barbecue in September. Also to Bill Buchan, Jim Laing and Pete Murray for their hard work in repairing and servicing our aircraft and equipment.

Another set of wings have been acquired for our damaged Bocian and the wings and glider are being repaired, while the club Pirat has its C of A in time for the October flying week. We have nearly finished building the fuel store.

Congratulations to Drew Wales and his son Andrew who both went solo on the same day in the K-7.

B.J.M.

AQUILA (Hinton-in-the-Hedges)

We have a new tug, an ex crop-spraying Pawnee. The launch point bus is now fitted out with a kitchen. Our new neighbours, the parachutists and the microlights, don't seem to be causing us any inconvenience.

"Dai" Thomas re-soloed and then shot up to Silver height.

R.O.

BANNERDOWN (RAF Hullavington)

While Pat Rowney and Bernie Colvert were being married an Astir was quietly rigged in the



churchyard. It certainly made for some unusual wedding photographs (see above). The couple are leaving for Germany and will be missed by us all. We wish them much happiness.

We enjoyed hosting the Inter-Services Regionals though, like the summer that followed, the weather was disappointing. Congratulations to Derek Findlay and "Noddy" Williams on successfully completing their instructors' course.

We have lost both K-13s and gained another K-21. We will shortly be one of the few clubs to have an all-glass fleet.

The disabled flying programme has had another very successful year with over 200 disabled flown from sites all over the country. Many thanks to those who have been involved.

V.R.D.

Obituary — John H. F. Rumble

John died on September 26 following a courageous battle with cancer. We will sadly miss his faithful and cheerful commitment.

John was in the RAF for 37 years, during which he received commendations for his diligence and commitment, and retired this year as a chief technician. He was a keen aero modeller and an RAF modelling trophy was this year named in his honour.

He was a popular member of Bannerdown GC where he went solo and gained his Bronze C. John will perhaps most be remembered for his selfless supporting work on the flying field. When he was medically prevented from flying solo, he continued to attend regularly and promptly to provide launches so that his friends might fly.

John leaves a wife Josephine and children Karen, David and Jacqueline. We share their sorrow at his loss.

Peter White

BICESTER (RAFGSA Centre)

We have a new bus! Bob Brown (Bruno the Bus) has taken charge of fitting it out, helped by Neil Scanes. We hope to have it on line by early next year, complete with microwave oven and all mod cons.

Danny McAlvin, Bob Birkett and Cary and Graham Davy have all completed the instructors' course. Graham also flew his 300km in the Discus.

For those that missed Aboyne, the Janus will be hangared at Dishforth this winter, with full oxygen fitted.

S.&J.

BLACK MOUNTAINS (Talgarth)

Our August barn dance was a great success, when we were presented with a symbolic cheque from the Sports Council of Wales.

Soaring has improved with the arrival of autumn. On September 6 CFI John Bally, fresh from his considerable competition success, flew in thermal to Barmouth and then ridge soared the NW facing valley slopes towards Bala Lake, Alistair Mackintosh flew his 5hrs yet again on September 7 and might get around to claiming it.

Bedford GC members had five good soaring



John Powell *(right)*, chairman of the Sports Council for Wales, presenting a symbolic cheque for £14 580 to Derek Eckley *(left)*, chairman, and John Hayward *(centre)*, the committee member who negotiated the Sports Council grant and loan.

days from September 9-13. WNW wave climbs of 12 500ft and 13 200ft were recorded on September 13 and 14.

We welcome Mick Willett of Buckminster GC, who is our new full-time tug pilot.

The clubhouse telephone number is Talgarth 711463.

Congratulations to Richard Hall who gained his Diamond height on October 4 with a climb to 22 000ft in SW wave at Abergavenny.
W.D.M.

BRISTOL & GLOUCESTERSHIRE (Nympsfield)

Platford field, our new addition to the east end, has been de-stoned by hand in the middle at the old boundary line for earlier touchdowns, but other areas should be avoided.

A large number of members went to Gap, southern France, in August and had a good time with the weather. However the policy has changed there and it was impossible to use their two-seaters without their instructors. Our chairman, John Metcalfe, won the Enstone Regionals on his return from France.

The open day on September 22 was a great success, bettering our past record, and brought us a few new members. There is an expedition to Sutton Bank in early October.
M.B.

CAMBRIDGE UNIVERSITY (Cambridge and Duxford)

In September we said a sad farewell to Ted Warner, our ground engineer for 39 years and former CFI, and welcomed his successor,



Ted Warner retires after 39 years.

Sandy Torrance. Fortunately Ted stays with us as a weekend instructor.

There were many successful hours flown at the annual Long Mynd camp with 5hrs for Alan Boyle and Neil Scott. Our thanks to Robin Payne for his hard work as camp secretary.

The accolade for the longest Silver C distance (undeclared) this year must surely go to Marshall Papworth for flying 181km in a straight line from Duxford, while the most unusual could well be Richard Walker's flight across the Wash and back.

Congratulations to Chris Davies and John Otty on going solo.
G.K.F.

CHANNEL (Waldershare Park, Nr Dover)

Our first season at our new site has proved a great success. Most courses were fully booked and despite the dreadful weather much good flying has been done and much progress made. Congratulations on their first solos to Tony Parker, John Saunders, Gill Cook, Nigel Stagg, Alan Hawkins and Fabrice Feuerstoss, to Liz Salt on completing her Bronze C and to Simon Waters on his Silver height. We are all delighted that Tony Goodman, having spent the past year recovering from an accident, is well and truly back on the scene, and in the air!

Our landlord, the Earl of Guildford, has indicated that he is now prepared for us to stay in Waldershare Park for a longer period so our future looks more settled as a lease is now being drawn up.
L.S.

CHILTERNS (RAF Halton)

We can reflect on a very successful summer when all members had some enjoyable soaring. It was capped by a very successful aerotow day, providing valuable experience. Our thanks to Bicester for the tug and to Vic for his immaculate tugging.

Congratulations to Terry Lacey, our newest assistant Cat, to Ian, Mark and Peter on their 5hrs and to Trev Sadler on his Silver distance to Cambridge.

Our hours/member and membership are soaring, we have an expedition to Portmoak and look forward to our ridge soaring season.
T.S.

CLEVELANDS (RAF Dishforth)

We celebrate John Dobson's 300km O/R for Diamond goal and Terry Potter's near miss at Diamond distance with 470km. Mike Bond (who changes gliders more often than the rest of us change clothes) was 2nd in the Northern Regionals Sport Class.

Much domestic renovation work should soon be completed and we might even have heating to welcome the many brave souls who come to us for Christmas wave.
P.W.

COVENTRY (Husbands Bosworth)

The end of season weather was disappointing but many gliding syndicates are now busy preparing for wave site expeditions in the winter.

In September, Malc Guard organised a handicapped task weekend to encourage competition between wood and glass. The two fixed-price 5-day winch courses were very successful. Each course member had at least eight flights/day and most went solo. We are considering a similar course in October for club members.

On September 21, over 130 attended a retirement dinner in honour of our former club manager, Bill May, and his wife Elsie. We wish them good health and happiness and hope our gifts indicate how much we have admired and respected them over their many years of service.

We had a delightful fancy dress party "poseurs only" — in which the true poseurs came as they were! It was a "sparkling" occasions which may yet be outdone by our "glittering" Hallowe'en party.
D.L.S.

CRANFIELD (Cranfield Airfield)

At our AGM in July Denis Robertson was elected chairman, Phil Warner secretary and Alan Thompson treasurer. Our thanks to the retiring officers, Stuart Carrie, chairman (who was elected president), Dave Smith, secretary, and David Roberts, treasurer, for their many years' hard work.

John Jellis, Mark Burton and Robin Whitfield have gone solo and Eddy Bowgen has a Bronze C.

The syndicate Rallye has had a major overhaul, during which tows were by our back-up, the Tiger Moth, and the club Pirat is now being repaired.
P.J.W.

CRANWELL (RAFGSA)

Our main news is about changes to our fleet which now comprises two Grob Acros, a Janus, LS-4, Astir, K-8, Falke and a Chipmunk tug.

We have had a busy and successful competition season with Simon Hutchinson, now in the Falklands for four months, winning the Inter-Services Regionals Club Class and doing well in his first Nationals at HusBos. Bruce Tapson, Mick Lee and Phil Becker also flew in Nationals and Regionals with success.

Helen Quirke, Sue Hutchings, Meryl Jenkinson and Angus Murray have their Bronze Cs and Jim Hills his Silver C. John Rogers flew 300km (again!) for Gold distance and Diamond goal.

During a mini expedition to Portmoak Angie Tapson gained her 5hrs. Congratulations also to "Ski" Ustinowski on becoming an instructor.

Angela and Tony Benstead are posted to Germany and we also say farewell to Roger Smith, OIC, and thank them all for their hard work. Al Jury, posted to Cottesmore, is welcomed back to Cranwell.
J.L.

DARTMOOR (Brentor)

Despite the dreadful summer we have battled on with the T-21 delighting tourists on air experience flights. The open day was a great success, even though we had near gale force winds and rain.

Members sponsored pupils of a deaf school so they could have flights and we intend to invite them again. Among new members collected from air experience flights is our nearest Mayor, "Dick" Toop of Tavistock.

During the summer we flew three times a week but are now back to weekends only. Our social side flourishes under the direction of our landlord's wife, Molly Bickell. Our Mad Midsummer ball in the beautiful old barn near the site was a great success. A barbecue and dinner follow in the autumn.
F.G.M.

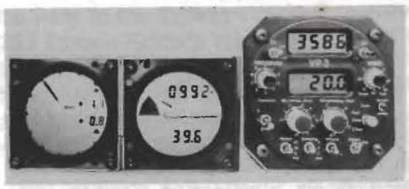
DEESIDE (Aboyne Airfield)

What is that quote? "Give enough monkeys a typewriter each and eventually one of them will

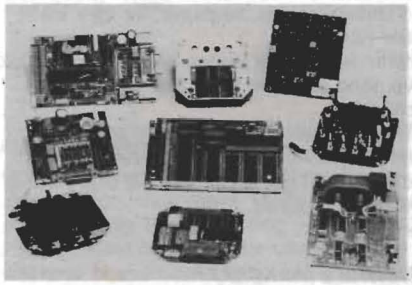
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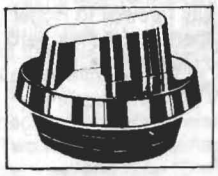
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write the complete works of Shakespeare". Launch 40 gliders into the most useless of skies — flat dead frontal cloud, or scurrying wisps of scud — and someone will find wave. This is our autumn season. The visitors are not necessarily better pilots than the locals, but they do have the enthusiasm that the locals sometimes lack. After all, with so much good wave available, why bother with the indifferent stuff? Many club members' logbooks show average flight times of around 3hrs.

Several pundits now consider wave to be the normal situation in the upper atmosphere. Lemmy Tanner: "Wave is always there, unless something stops it, such as lack of wind". Even as these notes are being written, the sky outside would scarcely have rated a second glance a few years ago. Heavy untidy cumulus, verging on showers, hurrying past the window. Yet the radio is full of "Passing 12 000ft" and perhaps the most informative of all "Take a tow to at least 3500".
K.A.H.

DERBYSHIRE & LANCASHIRE (Camphill)

We have six new solo pilots, Chris Ramler, Stephen Robertshaw, Bob Bashforth, Alan Dykes, Geoffrey Charlton and Sid Wilcox, and Clive Wilby and Dave Salmon have had wave flights to 15 000ft.

During the course season there are some weeks when we would be delighted to welcome pilots from other clubs. If anyone is interested in arranging a visit next year please contact the chairman at Camphill.

The club fleet now sports two converted K-7s and the new Tost winch is in the final stages of fine tuning and adjusting. With three winches and six wires it should be possible to keep at least four wires active thoughout the year. The cable spreading and towing tractor has sprouted eight large bulbous low pressure tyres in the hope of reducing damage to the field during the wet season. We welcome a Glasflügel 304, a Libelle and two DG-202s to the private fleet.

Warning: visitors should be aware that the track through the caravan and carpark has acquired two rather vicious sleeping policemen, designed and constructed by an awake member of the force!
J.W.

DORSET (Old Sarum)

In spite of the dreadful summer, we had two Silver distance flights by Scott Wolfson and Patrick Connolly to Yeovilton. Tony Pattermore and Tony Rooney have completed their Bronze Cs and Gerrard Dale (K-6CR) gained his Gold distance from the Long Mynd.

Our second K-13 is back after repairs as is our CFI, Dennis Neal, after an operation. I'm not sure which we're more pleased to see!!
N.D.

ESSEX (North Weald)

Perhaps the best indication of the success of our courses is the number who actually join the club. Our thanks to course instructor and truck driver John Mitchell and Ron Burke.

Conditions improved sufficiently on the second week of our annual expedition to Aboyne for Guy Corbett to take his Mini Nimbus to 30 000ft.

Husband and wife team, Simon and Jane Atwood, have gone solo as well as Tim Hurst. Tony Hookway gained his 5hrs in his Oly 463 at Talgarth. Phil Turner is making a swift recovery and should be flying soon.

On September 22 our landlords, Epping Forest Council, opened North Weald airfield to the public for a come and try day. We flew over 100 air experience passengers and more have come to fly with us since.
P.W.B.

ESSEX & SUFFOLK (Whatfield)

Congratulations to Simon Erridge and Stephen Brooker on going solo, Stephen being the first to go solo in the K-21. On his second solo flight he gained a Bronze leg. Congratulations also to Simon Larkin on his Silver distance and to Peter Joslin on completing his Silver C. We welcome Robbie Hatwell to the very strong team of instructors.

We are looking forward to the reappearance of our second tug after a nine month's rebuild by an exhausted chief tug pilot, Richard Harris.
R.C.A.

HAMBLETONS (RAF Dishforth)

We have suffered from the poor summer, particularly since the worst of the weather has tended to be at weekends. Happily the passenger and club evenings midweek have been relatively unaffected.

Congratulations to Peter Wilson and Ed Gale on going solo.

We were sorry that economic factors have necessitated the sale of one of our K-6s. However, such is its popularity that there is great interest in forming a syndicate to keep it.
J.P.

HERON (RNAS Yeovilton)

On our annual expedition to Aboyne, Clive Davis and Stuart Wright (who flew in the Inter-Services Regionals) gained Gold heights, Mike Gale a Diamond height (unclaimed) and Jill Burry, an Old Sarum interloper, Silver height. Unfortunately the dog had more "tics" than Pete Adshead's barograph!

We have two towcars now so we can look forward to non-stop launching.
W.W.

HUMBER (RAF Scampton)

Among our achievements, Al Brown gained a Silver height, Dave Mawson went solo, converted to the K-8 and gained a Bronze leg; Ray Mawson has his Bronze C and Silver height; Jo Scrase has a Bronze leg while Darren Wheeler completed his Bronze C on a soaring week at Syerston.

The DG-300 joined our fleet in June and congratulations to "Nobby" Clarke for flying it to victory in the Inter-Services Regionals' Sport Class. Chris Gildea came 4th and Tony Smith 22nd in the Sport Class and John Jenkins 6th in the Club Class.

Tim Doyle, Darrren Wheeler, Andy Welburn, Paul Goddard and Dave Cockburn have been posted to Germany — our thanks to them for their support. We welcome Vince and Deanna Rook from Finningley and Paul Armstrong from Dishforth — Paul came 8th in the Inter-Services' Sport Class.
T.J.

KENT (Challock)

Although this has probably been our worst summer for years, we had our fair share of badge flights. Congratulations to Ron Cousins for completing the second only 500km flight from Challock; to Alan Garside, Ray Smith and Mike Sesseman (in Australia) on their Diamond goals and to Don Connolly for Gold distance. Silver distances have been achieved by Adrian Wild, John Hoolahan and K. Sanders, durations by Davina Drake, Paul Aitken and Roy Green and a Silver height by Ian MacLeod.

Competition Enterprise was enjoyed by the six teams from Kent. Our task week was virtually washed out with only four flying days but with a treasure hunt, barbecues and a spot landing competition most people managed to enjoy themselves. John Hoye and Mike Kemp (PIK) won League 1; Davina Drake and John Holland (K-6E) League 2 with the Two-seater winners being Dave Moorman and team in the club K-13.

Our expedition to Aboyne is later this year.
J.W.

KESTREL (RAF Odiham)

After several issues without a contribution from the club this report will cover the whole of the 1985 season. Our K-23 which had its first launch on Boxing Day last year has now completed its first season and all pilots are unanimous in their praise of its handling characteristics, none more so than Joss Oswald, who flew it into 3rd place in the Inter-Services Regionals Club Class.

Other pilots representing us in competitions were Graham Russell, Andy Smart, Alan Somerville, Peter Richie and Peter Andrews.

The only Gold/Diamond flight this year was by Andy Smart (Astir) who completed his Gold badge with a 300km triangle.

Two of our stalwarts have left for Germany, Bob Bickers to Gütersloh and Taff Williams to Laarbruch, and Pete Richie and Joss Oswald are going to Germany early in 1986. As all four are instructors we are hoping to run an "in-house" course to train their replacements.

The K-4 has moved to Tibenham and the Swallow is back after an extended overhaul.
P.W.A.

LONDON (Dunstable)

Our new Van Gelder winch should be with us in early December. We expect German-style steep launches should give us a 50% or more improvement in launch heights, relieving pressure on our overworked tugs, and reducing waiting time and launch costs.

Our other new launching equipment, the Robin, is operational after early teething troubles. Although noisier than the Super Cubs, its better climb rate should relieve our neighbours' ears to some extent.



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We have celebrated the end of the soaring season for the last few years in a variety of ways, this year with an October Wine Festival complete with Oom-Pah Band.

Not content with winning Dunstable's DIY task Regionals, Trevor Stuart has performed numerous further feats, including a zigzag O/R whose furthest point was St Catherine's lighthouse on the southernmost tip of the IOW. Is there no stopping this man?

The bar is resplendent in its new upholstery; whether the cream coloured vinyl will look as good after a muddy winter remains to be seen.
D.S.

MARCHINGTON (Marchington Airfield)

Since buying our land in 1983 we have made steady progress to become more efficient. The hangar has been completed, numerous drainage ditches piped and filled and most of the north side has been levelled and reseeded — many thanks to Ray Steward for his dedicated efforts.

Courses are popular and, together with numerous air experience evenings, have been vital in maintaining a steady cash flow.

The K7/13 has been joined by the Blanik after a long maintenance lay up, thanks to the efforts of a few dedicated members. 1984 saw Dave Barke complete his Silver C, with Silver Cs this year for Gordon Holmes, Mike Stevenson and Peter Willes. Special mention must be made of 17 year-old Paul Shelton who gained Silver height and duration on June 14 in the K-6CR and three weeks later flew to Syerston to become our youngest Silver C pilot.

Local cross-countries have confirmed that aspiring Silver C pilots may choose a destination in almost any direction from Marchington for the distance leg.

Congratulations also to Russ Hibberd, Jeremy Fenby-Taylor, John Clark and Chas Turner for Bronze legs and Graham Reeve on going solo.

We welcome pilots wishing to bring a glider and fly with us (aerotow only at present) and have enjoyed the company of visitors from RAF Cosford, Avro, Woodford, Morridge and Camphill . . . come again.
P.A.W.

MENDIP (Weston-Super-Mare)

Five aircraft visited Sutton Bank in April when Bob Merritt gained his duration. When high winds prevented flying there, the Newcastle and Teeside GC welcomed us, despite our unannounced arrival.

Phil Hogarth (Skylark 4) completed the first 300km from Weston for Diamond goal. On the same day Paul Croote, who gained his five hours in the spring, completed his Silver C with a height and distance flight to Keevil, closely pursued by his syndicate partner, Bob Merritt, with the trailer. Bob then flew back to Weston to complete his Silver, also with a height and distance. A shame Bob bothered to take the trailer!

Gill Coles, Simon May and Mark Boothby have gone solo.
R.E.P.



Ouse GC's all-weather simulator — Alan Meredith's Grasshopper Primary.

MIDLAND (Long Mynd)

Despite some extremely moderate summer weather (!) we have flown several thousand kilometres. The Vintage Glider Club visited us during the task week which was won by local boys Addy Brierley and John Stuart. During the week Roger Andrews went to Gt Yarmouth in a Dart 17R.

Congratulations to Harry Lowe, John Paxton and Alister Lewis on completing their Silver Cs.
N.B.

NORTHUMBIA (Currock Hill)

Ian Scott ran in the Great North Run, a 13 mile road race, and raised over £80 for the club in sponsorships. He has requested this money be spent on a cab for our cable retrieve tractor.

An end of summer visit to Portmoak paid dividends for Charlie Douglas, Gold height, Roy Mitchison, 5hrs, and Eddie Bianchi and Steve Eyles who had two Bronze flights.

Dave Moss has completed his Silver C with a flight to Sutton Bank, Susan Hall has made two Bronze flights and Nigel Mallender one.

A mention of us in the Activities Section of the local press has generated a lot of interest from the public and we have had several new members and many visitors.
S.M.H.

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

The A55 Holywell bypass is well under way and has lopped 300yds off our field leaving us with just under 800yds. In addition the road level has been raised some 25ft making the approach quite interesting. However we are still managing to operate until we move to our new field in the new year.

This had probably been our most successful year for badges and solo flights with our first ever Silver distance from Pen-y-Parc when Keith Lewis flew to Sleap Airfield to complete his Silver C. Congratulations also to Graham Mitchell, Robert Vaughan and John McCormick on their Bronze Cs; Dave Jones and Geof Balshaw for Bronze legs and Mike Lloyd, David Vaughan and Grenville Davies on going solo.
J.J.M.

OUSE (Rufforth)

Once again our pilots excelled in the Northerns, with Roger Mortimer and Mark Thompson winning, and Peter Ramsden, Steve Hunt and John Ellis well placed. Congratulations to all of them.

We lost six successive Sundays due to rain. However a combination of Alan Meredith's Slingsby Grasshopper Primary, and a Marks and Spencer's umbrella has provided us with an all-weather simulator.

Our usual autumn trip to Portmoak enabled Neil Ashworth to complete his Silver C and Kate Tate her Bronze C. Neil, Bryan Taylor and Steve Kirkby achieved 5hrs on the ridge, and six got Bronze legs.

Further trips are planned to Bellarena and Dijon (which is York's twin town).
R.T.

OXFORD (Weston on the Green)

We congratulate G. Robinson, R. Cavendish and C. Dean on going solo; I. Young and M. Broad for their Bronze Cs; N. Turner on his Silver height, N. Porat for his **8hrs** duration and R. Hall for Diamond height. Also, N. Porat and J. Gordon on their assistant instructor ratings.

The season finished with an excellent soaring day on Saturday, October 5.
H.J.S

PETERBOROUGH & SPALDING (Crowland Airfield)

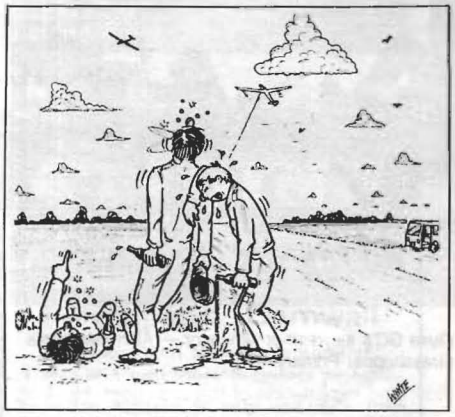
Congratulations to Pete Wilson on going solo and to Rachel Martin on gaining her Bronze C. Best wishes to Chris and Sue Curtis who are taking a break from gliding to enjoy family life.

Our air experience evenings went well — the highlight was flying 70 international ranger guides. No shortage of instructors that night!

Many thanks to the RAFGSA at Marham for welcoming us at their first open competition weekend.
T.A.

RATTLESDEN (Rattlesden Airfield)

David Philpot of TV AM — one; usually reliable weather forecasting sources — nil! That was the score on the weekend we hosted the Inter-Club League. Whilst pundits scrubbed the day, Philpot followers waited for the sun he promised, then soared while the would-be competitors watched. However they drowned



When pundits scrubbed the day Philpot followers waited for the sun . . . and soared.

their sorrows at the very successful barbecue. Commiserations to our visitors who didn't fly on the Sunday because of bad weather (also forecast by Philpot).

Our August flying week went well and thanks once again to the Essex and Suffolk GC for the loan of their Pilatus.

Congratulations on going solo to Richard Gooding, Dave Dowling, Tim Beveridge and Martin Raper, the latter two achieving a Bronze leg each.

Our CFI, Colin Hitchman, is stepping down after six years during which he has nursed the club through its infancy and moulded it into what it is today. His enthusiasm, determination and total dedication have been inspirational and we'll never forget when he was our only instructor, slogging up and down the wire in a T-21. Thanks a lot Colin. Our new CFI is Roger Davies, a "home-grown" full Cat.
R.W.

SHALBOURNE (Nr Hungerford)

Carol Pike (K-6E) won the task week in August with good efforts recorded by N. Kent (Skylark 2) and J. Day and T. Palmer in their Pirat. We managed five days flying with tasks on three days due to a terrific effort by R. Swallow, competition director, considering the awful weather.

Our AGM is in November when we will review the awful summer which has curtailed weekend flying and evening air experience flights.

On September 13 J. Dabill, R. Harris, N. Kent and V. Adams, desperate to fly, went to Talgarth in search of good weather and had interesting flights on their wonderful ridges. We thank John Bally and his instructors for being so helpful and generous.

Congratulations to R. May on his 5hrs and to Angie Porter on gaining her Bronze C.
J.D.

SHROPSHIRE SOARING LTD

Note our new title folks — previously Shropshire Soaring Group. Early 1985 produced good wave flying over the Welsh border and worthy cross-country flights by Tony Adams, Hans Wiesenthal and Vic Carr, both achieving 18 000ft, Alan Levi *et al,* with Len Kirkham flying for hours and hours.

Our two weeks at Chetwynd Airfield, kindly loaned for the ninth time since 1974 by the DoE/RAF during late July and early August, was a triumph in that the combined efforts of the Staffordshire GC, ourselves, Tony Boyce (ASW-19) from Oxford and Colin McAlpine (Std Cirrus) from Portmoak defeated utterly the efforts of the weathermen to destroy our fun with heavy rain and strong winds. Altogether we mustered 18 gliders and our Chipmunk tug.

Finally, our base at Sleap Airfield, sold in 1972 by the government to Small and Parkes (brake lining testing) for around £65 000 has now been bought by Amey Roadstone for around £3½m, the buzz has it. Goodbye Small and Parkes and thanks for much help and co-operation. Welcome, Amey Roadstone!
P.L.U.M.

SOUTHDOWN (Parham Airfield)

We feel proud to have won the Inter-Club League final at Booker. Well done Maggie and Dave Clews, Ian Ashdown and Craig Lowrie. (A full report will be in the next issue. ED)

Congratulations on going solo to Eddie Hannefeld, Peter Horn, Brian Lewer, Steve Freeman, Guy Hudson and Malcolm Taylor. Apologies for not mentioning in the last issue that Dave Connaway (Kestrel) completed a 300km triangle, and also to Chris Backwell for incorrectly naming our chairman as our first member with all three Diamonds, Chris having gained this distinction some years ago.

With the arrival of a new barograph shed we expect a rather good Guy Fawkes night when we dispose of the old shed.
R.A.W.

SOUTH WALES (Usk)

Congratulations to Mark Hitchens and Trevor Page on going solo; to Gareth Knight and Simon France on their Silver Cs and to Angelos Yorkas who flew the first 500km Diamond from Usk on July 6.

We held our open day on July 7 and nobody flew anywhere much but since then a lot of chalk has gone on the board and 00s have suffered constant interruption while rigging.

Several visitors came for Earl Duffin's task week in August and he got them airborne every day in spite of some indifferent weather. Our team did well to win the Rockpolishers trophy. In late September wave has been flown to 8000ft plus on two days.
P.F.

STAFFORDSHIRE (Morridge)

After a bad start to 1985 when we lost about a third of our members we are back to a healthy 80. Guided by Pete Lowe, *ab-initios* have been helping to erect two pre-fabs as a new workshop, the weather rarely being fit enough for flying.

Our normally successful Wednesday air experience evenings were frequently washed out or affected by low cloud (that said, we are almost booked for next year) and our annual expedition to Chetwynd was a bitter disappointment. We hope to do better at Portmoak in October.

Adrian Grindon went solo at Portmoak and Jadge Singh has his Bronze legs. The new K-13 is due in the spring, John Graham, treasurer, having judged the foreign markets well to get an advantageous exchange rate.
M.J.P.

STRATHCLYDE (Strathaven Airfield)

After the record wet summer we had a weekend break in the rain for our open event. Many visitors were successfully aerotowed giving them experience of thermals on Saturday and wave on Sunday. We thank all our members who helped and the Capstan syndicate for the loan of their aircraft.

If it ever stops raining we will finish our hangar in quick time.
A.E.H.

SURREY & HANTS (Lasham Airfield)

August and September brought an improvement in the weather and on September 6 Martin Judkins and Brenda Snook flew their first 300kms and John Bastin (club Ventus) completed a 514km triangle.

George Metcalfe (ASW-19) and Chris Starkey (club Kestrel) flew a circumnavigation of the London TMA, declaring TPs at Hailsham, near Duxford, and Princes Risborough. They found airspace and crossing the Thames much less of a problem than had been anticipated, and encountered most difficulty on the home straight from Oxford, George landing 2km short of Lasham. It is sad that the expansion of Stansted seems destined to kill this interesting task in a few years time.

A week later, Friday the 13th, proved lucky for Hugh Hilditch and Alan Purnell who flew a 350km O/R to Wales, finding time to slot in wave climbs to over 10 000ft.
C.G.S.

SURREY HILLS (Kenley Airfield)

We are now operating five days a week and welcome Tony Richards as our full time instructor and Matthew our winch driver.

Charity flying for the RAFA Wings Appeal was successful. Over 300 air experience flights were given in three weeks resulting in 20 new members and generous coverage by the local press and radio.

A Sport Vega and a second Blanik have arrived with hopes of a Pirat joining the club fleet soon.

If anyone knows where we can get a hangar, please telephone us on 01 660 5443.

September seems a strange time for the soaring season to blossom but it finished the year in style.
D.P.

SWINDON (Little Rissington)

At last some positive news. We have been given permission by the Ministry of Defence to fly from Little Rissington, alongside the ATC.

As soon as we receive an operational agreement, we shall start flying there and hope this will forge a closer link between the two organisations.

On a club expedition to Sutton Bank in August three pilots contacted wave on the same day. Steve Foggin soared to Gold height to complete his Gold Badge, while Steve Parsonage and Chris Borrell also reached Gold height and stayed up for 5hrs to complete their Silver Cs. Well done all three for bringing good news in what has been a rather fraught year.
P.M.

TRENT VALLEY (Kirton in Lindsey)

Between the showers a larger than average number have gone solo — congratulations to Tony Ashworth, Dave Sleight, Frank Boughen, Sandra Williams and Dave Marshall.

John Williams, our only member with all three Diamonds, is going on an instructors' course.

To mark our 20th birthday we are holding a birthday-cum-Christmas party on December 7 in the clubhouse to which past members and members of other clubs are very welcome. By the time of publication the date will almost be upon us, so please ring the club (0652 648777) for details.
R.H.

TWO RIVERS (RAF Laarbruch)

The long winter session of parties, polishing and wet winch launching plods on and we look forward to those first few thermals of February. Could this be the year Phoenix GC collect the inter-club *"wander pokal"*?
P.J.S.

ULSTER (Bellarena)

Obituary — Robin Snow

On September 3 the Ulster club lost a stalwart with the tragically premature death from cancer, most bravely borne, of Robin Snow.

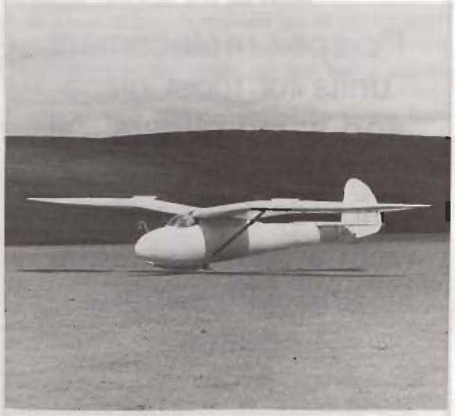
Instructor, tug pilot, tugmaster, safety officer, director and committee member — Robin was all of these, the irreplaceable self-starting workhorse and volunteer. Both on and off the field no task was too big or too menial for him to tackle, usually without being asked, and to perform — most often alone — with quiet and meticulous competence.

His two long spells with the UGC were broken in the 1960s and 70s by several years in Scotland where he became an equally valued member of the SGU at Portmoak, which he served as secretary, director and safety officer.

His dedication to gliding and to his two clubs in their turn was total. Scores of soaring friends on both sides of the water will miss Robin greatly.
Rob Rodwell

VINTAGE

Three ancient methods of launching were tried by the Vintage Glider Club during their rally at the Long Mynd in August. As well as the bungy there were shoulder launches with strutted gliders carried gently forward by two people, one at the upper extremities of each strut, and



Ted Hull landing his Kirby Kite at the Long Mynd. *Photo* Ian Tunstall.

released in a flying attitude into the slope wind. The third method was for slow flying gliders with built-in landing wheels. These were simply rolled down the slope with crew member pushing gently on each wingtip.

Many hours were flown at the Mynd with durations for Martin Garnett (Scud 3), Denis Hall (T-21) and Lawrence Foodage (modified Skylark 2) who also gained Silver height in wave. Derek Staff (EoN Olympia) flew 70km.

We were pleased to have aeromodellers with us, especially Ian Tunstall (Mg 19) and John Watkins (Avia 40p) who built their marvellous models from our drawings.
C.W.

WELLAND (Middleton)

We are proud of our achievements this year. Congratulations to Bernard Underwood on going solo; to Phil West on his Silver height; Barry Chadwick on Silver height and distance and Dick Short on Silver height and duration (6hrs 7min). Also to Dave Strachan, Gordon Scally and Ken Wells for re-soloing and Gerald O'Callaghan for gaining two Bronze legs.
K.S.

WOLDS (Pocklington)

The club is doing its best to uphold the traditions of wooden gliders. Our entries of "flying furniture" at Enstone Regionals showed that you don't need to own "Tupperware" to enjoy a competition.

The new Oly syndicate is getting well organised. Congratulations to Paul Gravill on going solo.
T.H.

YORKSHIRE (Sutton Bank)

The soaring season proved very forgettable but a few wave days late in the year provided some compensation with Bob Brown reaching 20 000ft in September. Yet again Dick Stoddart tops the club ladder. We shall spend all winter devising a scoring system to deprive him of further glory.

A senior instructor decided he should have firsthand experience of the club fleet. His first (and last) flight in our DG-101 lasted 35sec, enough time to inspect the cable during the winch launch, check control responses whilst approaching VNE and reduce the glider to bits small enough to go through the club letterbox. Solved the hangar packing problem at a stroke. It's OK to laugh, he emerged unscathed.

For the past ten years (or so it seems) a mass of metalwork has lurked in the entrance to our workshop. The mystery is now solved. It's a new winch. It works! At least we think it will. Free launch to any visitor willing to test it out. Must supply own glider.
P.L.

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OVERSEAS NEWS

INTERNATIONAL VINTAGE RALLY

The 13th International Glider Rally at Amlikon, Switzerland from July 20-28 was a great success with 45 gliders flying over 500hrs from more than 500 launches. Seen for the first time at an international rally was the Shenstone Czerwinski Harbinger and the replica King Kite built by David Jones, as well as the Wasserkuppe Oldtimer Club's recently restored SG-38.

One of the outstanding flights was by Peter Bourne, flying his Scud 2, which was built in 1932 and the oldest glider taking part. He climbed to over 8323ft asl to equal the British National height record claimed by the Scud in 1934. Tasks were not set as it was felt the weather suited local flying. *Details supplied by Chris Wills.*

WORLD AEROBATIC CHAMPIONSHIPS

The first World Glider Aerobatic Championships was at Mauterndorf, Austria from August 26 to September 3 following a European competition at Paderborn, W. Germany last year which was rained off. Weather was again a problem but there were four contest days with 32 entries from ten countries, flying programmes which included outside loops, positive and negative flick rolls and tail slides.

A panel of judges marked out of ten for each figure and line judges recorded exits from the aerobatic box, the whole contest being adjudicated by an international jury.

The contest was dominated by teams from Poland, flying Kobuz 3s, and Germany, flying Lo 100s. Other gliders flown included the Salto, Pilatus B-4 and the Mü 28, a new 12m glass-fibre glider with automatic flaps.

Leading results: 1 J. Makula (Poland) 10474pts; 2 L. Fuss (W. Germany) 10318pts; 3 M. Szufa (Poland) 10131pts with L. Sole (GB) in 30th place with 7037pts. *Details supplied by Lionel Sole.*

Please send news and exchange copies of journals to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, England.

BOOK REVIEW

Adventures of a Half-Baked Chicken-Hearted Granny Glider Pilot by Mary Meagher, published by Ava Book Co and available from the BGA at £6.60 including p&p.

Mary's book is an account of her trials and tribulations in progressing from an *ab-initio* glider pilot through solo, Bronze and Silver stages to a PPL conversion, with a stab at parachuting on the way, and parts of it will already be familiar to readers of her articles in S&G. This well produced book has 209 pages and is copiously illustrated with Peter Fuller's wonderful cartoons and a selection of photographs (although for my taste rather too many of them feature Brian Spreckley!).

As the title suggests, this is a very funny book — a sort of aviator's **Perils of Pauline** (or Mary). Her motto is "I never make the same mistake twice; I think up a new one every time", and I particularly enjoyed her attempts to practise parachute jumps from the kitchen table whilst forgetting the low ceiling. She is also very enlightening about some of the goings-on at Booker, and not all of them are in the air!

I heartily recommend you to read this book; in Mary's parlance it's "really neat". I think you will laugh — I did and now I'm going to read it again and laugh some more.

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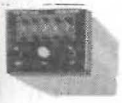
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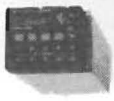
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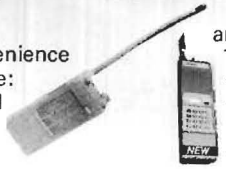
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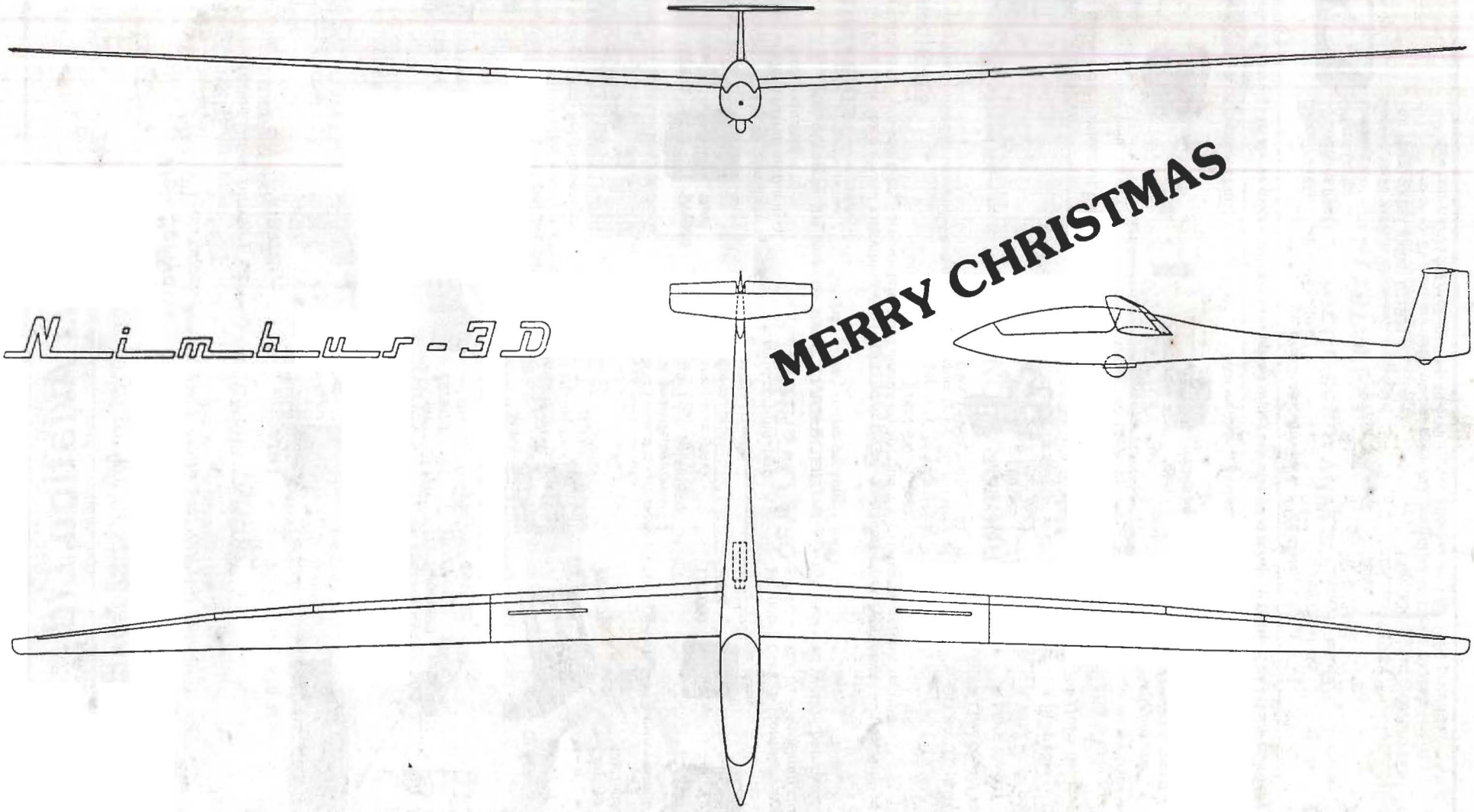
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