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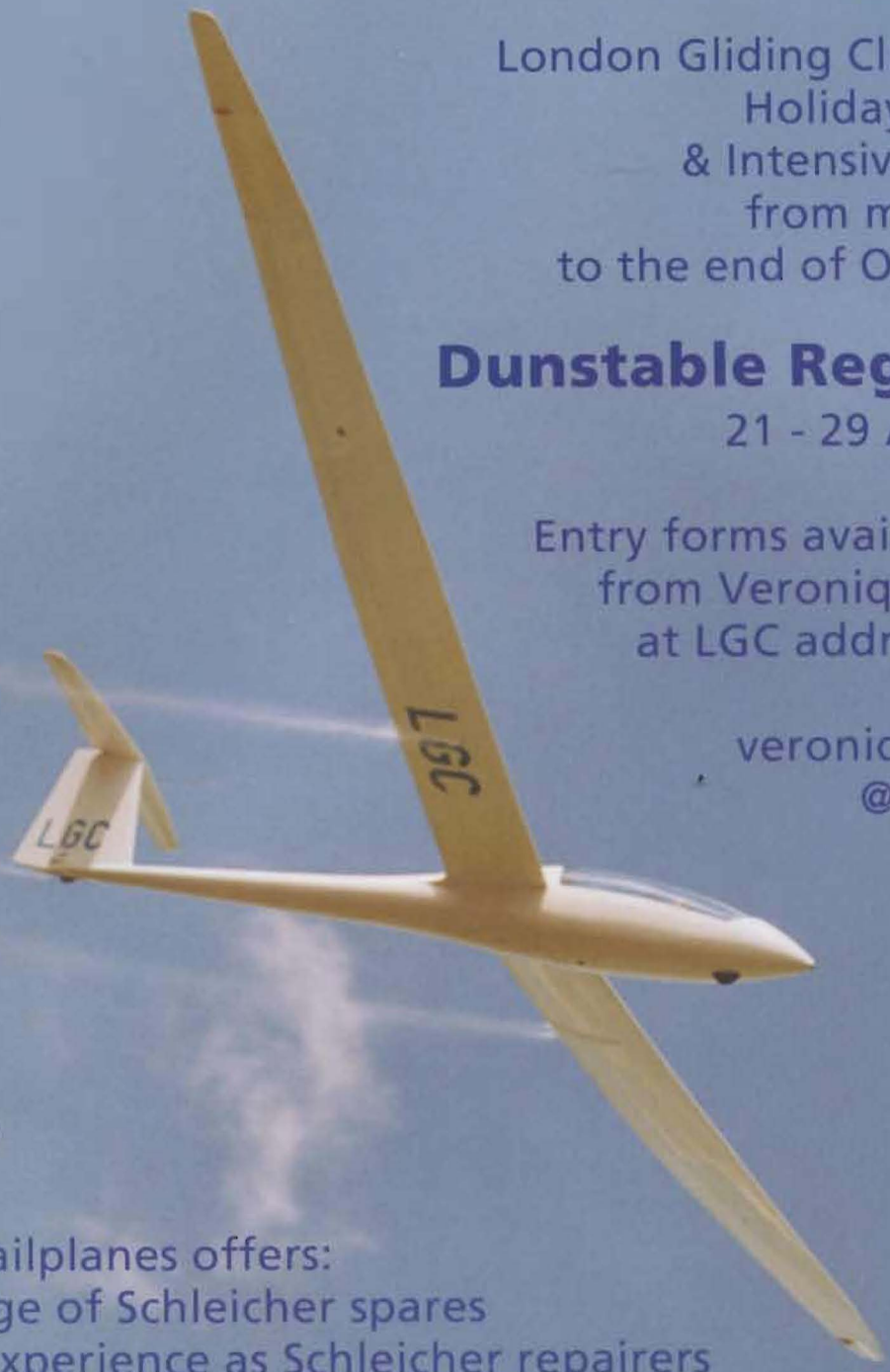
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GLIDING CLUB
– DUNSTABLE –

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British Gliding Association

June ~ July 1999
Volume 50 No.3

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Submitting Material to S&G

If in doubt, please send a SAE for the *Guide to Submitting Material to S&G*, before sending anything to the editor.
Please DO NOT fax articles.

Deadline Dates

If you are submitting an article, *Club News* contribution or a letter by email, or on disk, add five days to the deadlines below.

(August September issue)

Articles	15th June
Club News	15th June
Letters	15th June
Advertisements	25th June
Classifieds	3rd July

(October ~ November issue)

Articles	15th August
Club News	15th August
Letters	15th August
Advertisements	20th August
Classifieds	3rd September

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Alan Meredith flying in the Blenheim Gliding Club's K7 over the island of Jamaica. (Photograph: Terry Joint)

Sailplane & Gliding

20 **The Blenheim Gliding Club of Jamaica**



William Masterton returned home to a glider-less Jamaica after a course at Lasham. Terry Joint tells the story of William's quest to build a club.

28 **Glass-fibre Repair**



After qualifying for membership of the 'White Line Club', Michael Fogarty decided it was time he learned something about the repair of glass-fibre.

32 **'Competition Start'**



The competitions at Gransden Lodge last year inspired Bob Fleuret to draw his "Competition Start". The picture is reprinted on the centre pages of this issue.

39 **Ballasting Non-venting Wing**



The problem of removing air from non-vented wing bags is solved by Tillmann Steckner with his home-made $75 wing and tail-ballasting system.

45 **Pilots, Planes & Privvies**

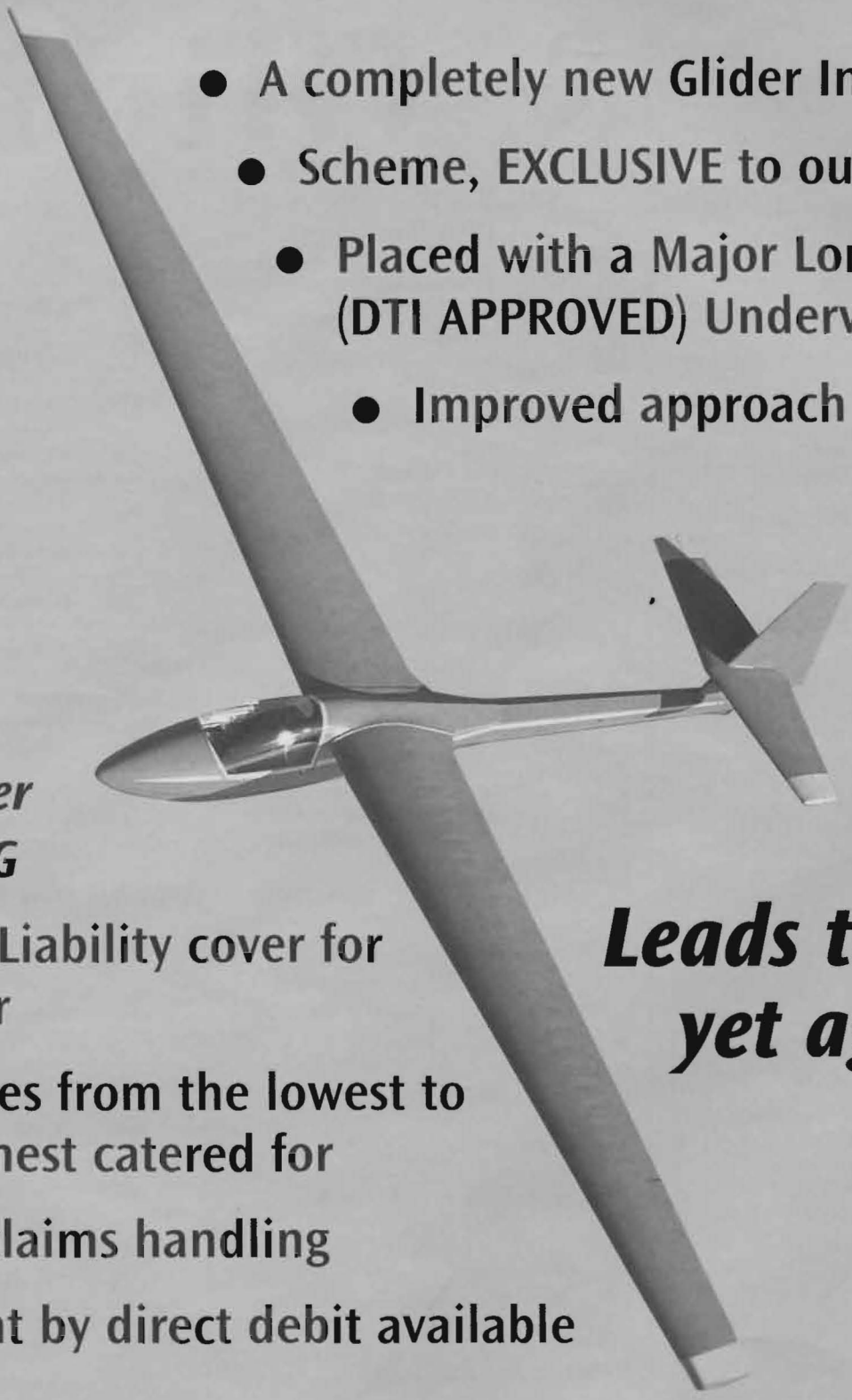


Chicken Little from America (pictured left), writes about his attempts to solve *the* perennial problem for male cross-country pilots.

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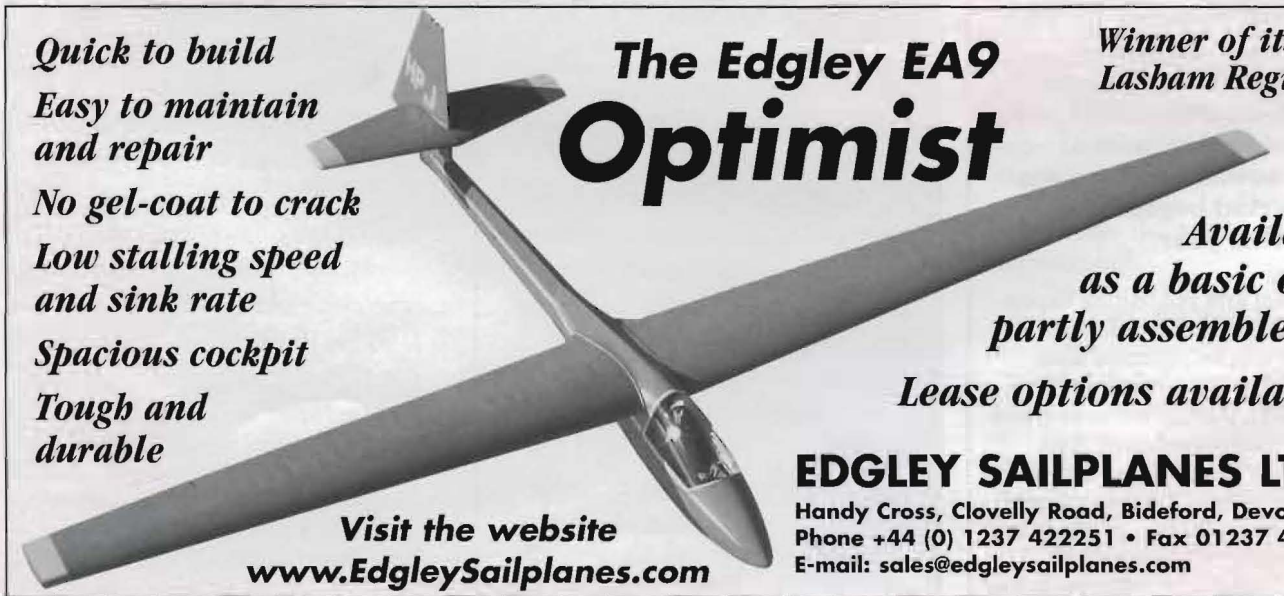
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BGA and General News

A Word from the Chairman

Your Executive committee is currently carrying out a far-reaching review of its structure and modus operandi, and the services it provides to member clubs and individuals.

The work has been delegated to two task-forces, one under the chairmanship of David Roberts, concerned with Membership and Marketing issues and the other, currently chaired by Richard Yerburgh, researching the structure of the BGA itself and the way it interfaces with the membership. Both groups report to the Executive Committee which retains the ultimate responsibility to agree any changes and innovations and allocate funds as necessary.

In the meantime, I thought it might be helpful to members if I provided a list of current Executive Committee members, with specific responsibilities, and these are as follows:

Dick Dixon	**Chairman**
David Roberts	**Vice Chairman**
Keith Mansell	**Treasurer**
Barry Rolfe	**Secretary**
Terry Slater	
Ron Armitage	
John Glossop	
Mike Jordy	
David Salmon	
Lemmy Tanner	
Peter Saundby	
Richard Yerburgh	

In addition, the Chairmen of sub-committees are currently as follows:

Terry Slater	**Instructors**
Carr Withall	**Airspace**
Mike Woollard	**Technical**
Bill Scull*	**Safety**
Graham McAndrew	**Comps & Awards**
Max Bacon	**Development**
Chris Pollard	**Magazine**

* until June 1999



My colleagues and I are, of course, all active glider-pilots and club-members, and we do, therefore, manage to keep in touch with members of our movement at all levels. However, we cannot be everywhere at once and if you need to contact any one of us we can be reached through the office at Leicester.

In particular I am keen to ensure that if any club would like a visit from one or two members of the Executive for an exchange of information and ideas, then this should be possible to arrange, given adequate notice.

–Dick Dixon

Certificates
Have moved to p.60

New Editor for *S&G*?

The current contract for editing the BGA magazine *Sailplane & Gliding* runs until the end of September 1999 and applications for the post of Editor are now invited for a two-year period beginning October of this year.

Previous editing and publishing experience is required and more information about the post can be obtained from Barry Rolfe at the BGA office. Written applications from past, present and new candidates are welcome before 30th June to the BGA Secretary at the above address with details of experience qualifications and an indication of remuneration sought.

–Barry Rolfe

Can You Help?

I am collating the HISTORY of LASHAM AIRFIELD from 1942 (airfield construction) to the present day, for an Exhibition to be held at Lasham during 2000.

Have you got the memorabilia I am looking for? Please look in your photograph albums, amongst your slides, and even your old cine films, for photographs showing Lasham with its gliders, characters, the old control tower, retrieve vehicles, wartime scenes, Dan Air, etc.

You might have a story (re retrieves, competitions etc), or newspaper cuttings, a log book entry, etc. - any snippet will be very welcome.

All material will be protected behind perpex. Photocopies can be made and your original item(s) returned if you enclose a stamped addressed envelope.

Please send material (including your name & address) to me, at the address below marked 'HISTORY' as soon as possible, and no later than August 31st.

Many thanks in advance for time and help.

Marjorie Hobby
The Studio
Withey Place
Shalden
ALTON
Hampshire GU34 4DT
Telephone 01256 -381689

National Ladders

The end of March brought a super soaring day for a few of us in the south and was, hopefully, a hint of even better weather to come. Your club Ladder Stewards have spent the winter grappling with the intricacies of spherical geometry brought upon by the new, improved Ladder rules and are now ready and waiting for your claims.

Once again I would remind Junior pilots (ie those who were under 26 years old on October 1st, 1998) that there is a Ladder competition for you and that, this year, a new BGA Trophy will be presented to the winner at the end of the season. Note also that any flight from any UK club will qualify (except competitions etc, as noted in the official Rules) – i.e. you don't have to fly from your own club to score.

The tables show Ladder standings as at the beginning of April 1999.

–John Bridge
National Ladder Steward

BGA and General News

Open Ladder

	Pilot	Club	Score	pts
1	Rolf Tietema	SC	2650	2
2	John Bridge	CAM	2489	4
3	T. Hutchings	LON	2217	3
4	Peter Dowse	SC	2162	2

Weekend Ladder

	Pilot	Club	Score	pts
1	T. Hutchings	LON	2217	3
2	John Bridge	CAM	2110	3
3	Ed Downham	LON	2095	4
4	Rolf Tietema	SC	1640	2

Junior Ladder

	Pilot	Club	Score	pts
1	Dan Pitman	O.Uni	1350	2

BGA Lottery

Winners of the March draw were:

R. W. Asplin (first prize)	**£89.25**
Runners up	
B. C. Morris	£17.85
A. B. Stokes	£17.85
B. Jones	£17.85
M. Davis	£17.85
H. Potts	£17.85

Winners of the April draw were:

G. Cole (first prize)	**£91.50**
Runners up	
A. M. Blackburn	£18.30
W. Schlutter	£18.30
D. Manser	£18.30
E. Smith	£18.30
R. Yarney	£18.30

En-lightning Experience

A K21 from Dunstable, England crashed after being hit by lightning on Saturday 17th April. P1 was Pete Goldstraw and P2 Graham Cooper. They sustained minor injuries.

At about 5pm we saw heavy rain coming in from the west and decided to put the K13s in the hangar. There was also a huge cu-nim looming up. I was feeling a little disappointed that I hadn't been able to find a spare club glider a few minutes earlier, as the sky was looking very interesting and I rather wanted to be up there.

Just as I was approaching the apron in front of the hangar there was a tremendous lightning flash followed about eight seconds later by a sharp, and very loud, clap of thunder. As we were putting the gliders away rumours began to come in of an accident. Parachutes and descending wreckage had been seen, but reports differed. Some people had seen two parachutes, others three.

The existence of wreckage led us to think that there must have been either a mid-air collision, or a single glider caught in the cu-nim and broken up. As the remaining pilots landed it became clear that we were missing only one glider. There was a very anxious fifteen minutes before we knew for certain that the pilots were only slightly hurt.

Pete is an experienced and popular instructor at Dunstable. Graham was his pupil on a one-day course; it was his first ever day of gliding. They were flying at 2,500' about three miles in front of the cloud's leading edge. According to one witness on the ground, a ball (yes, ball) of lightning flew out of the cloud and hit the glider. Immediately the right wing exploded and fell away. As the glider began to spiral down the left wing also came off; Peter talked (or rather, shouted) Graham out of the glider before baling out himself.

Graham landed on the roof of a disused garage and, I believe, managed to get himself down. He was slightly hurt, complaining of a sore arm and a stiff neck. Peter landed in a field but fractured his ankle. He also suffered slight burns to his neck and the back of his head. His yellow fleece jacket was blackened. Both pilots have damaged ear drums but neither has lost his hearing completely.

Graham visited the club the following Sunday. We offered him a free week's course but his girlfriend suggested that they'd rather have book tokens! Peter had a short stay in hospital, but was back at the club, with his leg in plaster, by Tuesday the 27th.

This is a bizarre accident. The skin of the right wing was completely blown off as was part of the skin from the fuselage. It probably accounted for the 3rd parachute that some witnesses had reported. It appears as though the rapid heating caused air and water or water vapour within the wings and fuselage to expand rapidly and literally explode.

The wreckage is now at Farnborough where the AAIB is conducting an investigation.

We owe a debt of gratitude to our previous CFI, Jed Edyvean, who introduced the compulsory wearing of parachutes in club gliders. Until about two years ago we generally did not use them in two-seaters except for aerobatics. A Dunstable parachute repacking rush is now expected and basic instructors are being doubly careful about parachute- and baling-out briefings.

–Dave Kahn

BGA Development News

Two new gliding clubs

The BGA Executive Committee has approved applications for membership from two new clubs, Denbigh and Turweston.

Denbigh Gliding Club Ltd is a members' club, based at Llewni Parc, Denbigh, North Wales. They started operating at the beginning of April. The Club winch-launches three training gliders (Capstan, K13 and K7) and also provides training in a Motor Falke motorglider.

The site is open seven days a week and can provide winch launches to visiting pilots. Private owners are welcome. If you are interested in gliding from Lleweni Parc, John Dean is both Chairman and CFI and can be contacted on 01745 813774.

Turweston Gliding Club is a proprietary club, based at Turweston Aerodrome, Brackley, Northants. The Club currently operates at weekends only and has a K7 and a K8 which are launched by a Skylaunch winch, funded with grant aid from the Foundation for Sport and The Arts.

Club chairman is Mark Barnard and Gary Binnie is CFI. If you are interested in gliding at Turweston or in joining the Club, either contact Mark Barnard on 01908 567860 or telephone the Turweston control tower on 01280 705400.

Operations Manual

The BGA's new Operations Manual is currently nearing completion and should be available later this summer.

The Manual has been written to give guidance on a wide range of issues, both operational and administrative, which have not already been the subject of a BGA manual. It is a distillation of advice and guidance provided by member clubs in their own published operating procedures and we are indebted to many for their co-operation and permission to use their material for the wider benefit.

It deals with airfield operations and, as a natural progression from the Tug Pilots' Manual and the Winch Operators' Manual, there is a section on alternative methods of launching, including bungey launching and auto-towing by reverse pulley. The wider responsibilities of running the field are covered in a section on the supervision and control of visitors which includes extracts from the Health and Safety (Signs and Signals) Regulations, 1996, of particular relevance to clubs with rights of way across their sites. Practical guidance on dealing with airfield accidents and emergencies is also provided.

Recent legislation has been examined, particularly with regard to the Health and Safety at Work Act, 1974 and its application to private clubs. Advice is given on such unpalatable tasks as writing a safety policy statement, conducting a formal risk assessment and the reporting of injuries, diseases and dangerous occurances. There is a short section on Airfield Operators' Liability insurance and another on Licensing of Aerodromes. Airfield Safeguarding has been comprehensively covered in a section written by Philip Isbell, Safeguarding adviser to the BGA and General Aviation Awareness Council.

The Operations Manual is a collection of bits and pieces that do not fit comfortably into any other BGA committee's portfolio. It deals with some topical issues and more importantly, provides valuable references for more detailed information.

Sports Development: a lesson from "Swim 21"

The Amateur Swimming Association has published its Swimmer Development Programme for the 21st century - "Swim 21". The ASA takes a revolutionary approach to its own sport development and has produced a national training structure which incorporates radical solutions.

It is a lesson in objectivity and simplicity and provides standardised training to a recognised structure in four progressive stages, from teaching a child to swim through skills development, competitive development and finally, to performance at Olympics level. As few clubs have facilities for all four stages of training, individual clubs specialise in those stages for which they are best equipped and coaches are given training appropriate to one or two stages only. Clubs co-operate to form "cells", providing the full programme between them. Selection and training is thus available for champions with everyone playing a useful rôle on the way up.

"Swim 21" has been recognised, not only as a brilliant organisational achievement but also as a threat to the established champion swimming nations. The programme meets all the Sports Council's criteria (More People - More Places - More Medals) and has the support of the Lottery Sports Fund.

What is the message for gliding?

Many gliding clubs are trying to write sports development plans as part of an application for Lottery Sports Fund grants. Many fail to meet the criteria for sporting gain; they are either over-ambitious and impractical or they are just not ambitious enough. They lack structure because there is no accepted network of training towards a common objective.

We need to demonstrate a commitment to excellence. Perhaps if we had a clearer and more ambitious vision, the funding bodies might give us better recognition? Could we produce a structured training programme like "Swim 21"?

I believe we could learn a lot from the swimmers.

–Roger Coote

Royal Aero Club On-line

Access to the new RAeC website was opened on the 1st of March 1999.

David Wise, the webmaster is a well-known PFA member. The website is sponsored by Tony Holden of European Flyers at Blackbush Airport in Surrey.

The RAeC are happy to receive any comments about the site. Please send them to David Wise, with a copy to Fred Marsh (email: marsh_london@compuserve.com).

http://www.royalaeroclub.org

Obituary – John Ellis

With the sad death of John Ellis at Pietermaritzburg, South Africa, on the 29th December 1998, we have lost another of that dedicated band who helped to bring British, and later South African, gliding instruction to the excellent state it is in today.

Although he was a keen competition pilot, it was in the instructional field that his true worth was displayed. There are many pilots who will have fond memories of his completely unflappable temperament and his ability to put nervous pupils at ease.

Once, at Booker, while giving a Bronze C check from the back seat of a Ka7 from which the visibility was not noted for its excellence, they entered a snow shower. After a while John said, "Let me put it to you this way: if you can get me back on the ground on the airfield, you've passed!"

John was born in West London and when he was old enough joined the Air Training Corps. He was introduced to gliding at Langley which was then a production test airfield for Hawkers. He is one of the few people who can claim to have soared over Heathrow, before the days of controlled airspace.

He served in the RAF as a night fighter pilot in various marks of Meteor (and pre-war German gliders) in the Second Tactical Airforce in Germany, and married his first wife, Pamela. He then joined British European Airways, having the good fortune to become a co-pilot on Dakotas at Glasgow.

After returning to London he flew the Comet 4b as a First Officer and, perhaps more importantly, joined the BEA Silver Wing gliding club, and quickly became an invaluable member of the instructing team. I was also a Comet co-pilot at the time and we had many somewhat inebriated night-stops.

He got his first command on Comets at Gatwick and on returning to Heathrow soon became a Training Captain on Boeing 737s. He was an enormous help when we were ferrying the new aircraft from Boeing Field in Seattle and converting pilots at Abbotsford, just across the Canadian border near Vancouver.

We often stayed in The Camlin Hotel in Seattle, which John renamed the Crumbling Hotel and he gained local notoriety by refusing the hash brown potatoes at breakfast. The chef was not amused and came into the restaurant to see who had had the temerity to reject his masterpiece.

While this professional aviating was going on, John became a member of the BGA Instructors Panel and eventually Chairman of the Air Safety Committee. We both had shares in, successively, a Fauvette, a Skylark 4 and a Kestrel.

John left BEA and flew for a short time in Brunei and, having married Leonie, emigrated to South Africa where he farmed oranges in Komartiepoort and became CFI of the local club and then Chairman of the S.A. Instructors Committee. He was very active right up until his death.

John always had an interest in old motor cars and started a collection of American gas-guzzlers in S.A. He did have a new car once, when I was living next door to him in Maidenhead. It was a Standard Ensign which, at the time, you could have painted in any colour as long as it was green. It became much loved, if not sparkling to drive, and stayed with the family long enough for a mouse to take up residence in the upholstery.

John enriched the lives of all who met him and our sympathies go to Leonie and his children by his first marriage, Tessa & Howard.

–Roger Neaves

Ted Lysakowski Memorial Fund



The Trust, set up earlier in memory of Ted by his widow Krystyna, aims to help UK-based individual pilots to more quickly fulfil their personal aspirations in cross-country gliding. Opportunities, that would otherwise be unavailable to them, will be offered to such pilots.

With the generous assistance of Lasham Gliding Society, the Trust is, this year, offering a place at Lasham on a cross-country course, or task-week, in the first half of August.

Letters and posters have been sent to all UK CFIs, seeking nominations for the course by early June. Each nominee should have his/her CFI's endorsement. The Trust's Grants Committee will select a candidate on 12th June.

In future years it is planned to offer assistance to a pilot who would gain from cross-country experience abroad, possibly at Rieti in Italy. Further details will be in the October issue of *S&G*.

–David Roberts, Chairman Grants Committee

Letters to the Editor

Letters to the Editor should be marked "for publication" and sent to:
email (preferred): le@blot.co.uk fax: 01798 874831 **post:** PO Box 2039, PULBOROUGH, West Sussex, RH20 2FN

Competition Vote

Dear Editor,

I would like a more complete explanation of the results of the recent vote by competition pilots as requested by the Competition Committee. A brief note saying the vote was about 50/50 is not sufficient on such an important issue. I would like to know the actual figures, and if, as I suspect, there was a small majority, then I would like to know why the Competition Committee and the Executive Committee did not follow this.

Martyn Wells
SHIPSTON-ON-STOUR, Warks.

Glider Pilot's Licence No.1

Dear Editor,

Oh dear, oh dear! I wonder how many others shared my sense of disappointment on reading the report of the auction of UK Glider Pilot's Licence No.1 (*S&G*, April/May p.37)?

This licence is, in its way, historic and, when I heard about the auction plan, my first instinct was to write to the chairman of my club (Lasham). I wanted him to suggest to the BGA Chairman that an auction was an inappropriate way to proceed. Why? Because it would ensure one thing only: that the licence ended up with the UK pilot with the deepest pocket and/or the most inflated ego.

A fat lot of good it would have done me! Before getting pen to paper, I read *S&G*, only to find (oh, woe) that not only had the deed already been done, but that the very two gentlemen, to whose better instincts I had intended to appeal, were themselves prominent in the unseemly stampede to buy.

I feel that an opportunity has been squandered. I feel that Licence No.1 should have been issued to the UK pilot who had contributed the most to British gliding. It would not have been someone from the ranks of officialdom, and I feel very strongly that those appointed to serve have let the rest of us down on this occasion.

I have not forgotten about the money raised for the Ted Lysakowski Memorial trust; but that good idea could have been addressed in another, possibly more profitable way (such as by auctioning, say, licences numbered two to ten). Could have been, were it not for the intrusion of what appears to have been a case of rampant and somewhat unedifying self-interest on this occasion.

Outraged (Andy Jesset)
HORSHAM, West Sussex

The Schleicher K-10

Dear Editor,

I don't have a clever caption for the competition picture in your last issue (*S&G*, April/May 1999, p.56), but the subject is certainly making a fool of himself (??? – gender indistinct) by messing around in a modified Schleicher K7, wrongly labelled a K-10 – a silly practice in some clubs with weak management which I thought the BGA outlawed years ago.

The K-10 which I almost imported into the UK in the early 1970s was one of a small batch of K6e developments, with a new aerofoil and 17m wing, which Schleicher had built a few years earlier.

Beware of imitations. A K-7 which has been hacked around remains a K7 or, at best, a K-7 *bis* or K7/13.

Bob Rodwell
Ulster Gliding Club, BELLARENA.

Mike Woollard, Chairman of the BGA's Technical Committee replies:

How alleged misnaming of a glider type can imply weak club management totally eludes me.

Fortunately the UK gliding movement as a whole seems to recognise that the designation K10 refers to that excellent modification to a K7 which in my experience makes it a monumentally better two-seat trainer, and which speaks volumes for the strong BGA club management which usually authorises the change.

Editor's note: for the results of last issue's caption competition, see p. 58.

Anti-collision Markings

This letter was posted on the FAI Internet mailing list in late March.

Dear friends,

To avoid mid-air collisions and to make anti-collision colour markings or strobe lights mandatory for gliders flying in competitions:

As the nominated chairman of the IGC-subcommittee for anti-collision colour markings I need as much information as possible about the effect of colours on gliders and on other flying objects. Who can help?

Rumours tell me that an investigation by the German LBA some time ago has shown that white – because of its high reflectivity – is the best anti-collision colour!

I think this is ridiculous, because it is not the reflectivity, but the visibility (for instance, against any light or white background like clouds, snow etc.) seems to be of importance.

Nevertheless, does anyone know more? Also does anyone have experience with strobe lights for gliders? Please send hints, links and any other information to me.

Herbert Pirker
bugwiper@ping.at

Parachuting Zones

Dear Editor,

I am not against parachutists, but I did find it aggravating that I have to consider parachute zones as 'live' all the time. The danger is real when it does exist; I calculate that if just one free-faller is passing through my altitude while I am in a zone, there's a chance of around one in ten thousand that we'll collide.

However, it's pretty galling to have to throw away a good thermal when drifting into a zone when I know that these zones are occupied for only brief intervals, and many of them for only a few days a year.

Calendar: June ~ August

30th May - 6th June
Tibenham Regionals: Norfolk GC.
Tel: 01508 531406 (Bonnie Wade)

2nd - 18th June
2nd World-class World Championships:
Leszno, Poland
Internet: http://www.css-leszno.it.pl

5th - 6th June
Vintage GC Rally: Sandhill Farm
Vale of White Horse Gliding Club, near Swindon, Wiltshire.
Tel: 01793 710302 (Graham Turner)

12th - 13th June
Vintage GC Rally: Buckminster
Gliding Club, Saltby, Lincolnshire.
Tel: 01522 810302 (Neil Scully)

12th - 20th June
Bidford Regionals: Bidford Gliding Centre, Bidford Airfield, Bidford on Avon, Warks B50 4PD.
Tel: 01789 772606

19th - 20th June
Whispering Wardrobes: Vintage Gliding Club at Booker.
Tel: 01628 776173 (Graham Saw)

19th - 27th June
Cotswold Regionals: Cotswold GC
The Control Tower, Aston Down Airfield, Minchinhampton, STROUD, Glos. GL6 8HT
Tel: 01285 760415

20th June
Open Day: Shalbourne.
Rivar Hill Airfield, Henley, Marlborough, Wiltshire SN8 3RJ.
Tel: 01264 73120 (Clubhouse)

26th June - 3rd July
Camphill Vintage & Classic Rally:
Derby & Lancs Gliding Club.
Tel: 01298 871270 (Ian Dunkley)
Email: dlgc@gliding.u-net.com

2nd - 18th July
European Womens Championships:
Leszno, Poland
Internet: http://www.css-leszno.it.pl

3rd - 11th July
Competition Enterprise: Feshiebridge
Cairngorm Gliding Club, Blackmill Airstrip, Feshiebridge, KINCRAIG, Inverness-Shire. Tel: 01540 651317

3rd - 11th July
15m Class Nationals: London Gliding Club, Tring Road, DUNSTABLE, Bedfordshire LU6 2JP
Tel: 01582 663419

11th - 24th July
World Junior Championships:
Terlet, Netherlands
Internet: www.power.nl/tulip99/

17th - 19th July
Woodworm Rodeo: Vintage Gliding Club at London GC, Dunstable.
Tel: 0181 449 9024 (Ted Hull)

17th - 25th July
Club Class Championships: Bristol & Gloucestershire Gliding Club
Nympsfield, STONEHOUSE, Glos. GL10 3TX. Tel: 01453 860342
Email: Secretary@bggc.demon.co.uk

17th - 25th July
18m Class Nationals: Booker Gliding Club, Wycombe Air Park, MARLOW, Bucks, SL7 3DR.
Tel: 01494 442501

22nd - 29th July
Vintage GC Rendezvous:
Achmer/Onasbrück, Germany.
Tel: 0049 5221 981835
(Harold Kamper)

30th July - 8th August
27th Vintage GC Int. Rally:
Aventoft, Germany.
Tel: 0049 451 704876
(Frau Ingrid Zibell)

31st July - 8th August
Standard Class Nationals: The Soaring Centre, Husbands Bosworth Airfield, LUTTERWORTH, Leicestershire LE17 6JJ.
Tel: 01858 880521 or 01858 880429

31st July – 8th August
Yorkshire Regionals: Yorkshire GC
Sutton Bank, THIRSK, North Yorkshire YO7 2EY Tel: 01845 59723
email: Yglidingclub@compuserve.com

31st July – 8th August
Turbo/Self Launching Competition:
Bidford Gliding Centre, Bidford Airfield, Bidford on Avon, Warks B50 4PD. Tel: 01789 772606

31st July – 15th August
World Gliding Championships:
Bayreuth, Germany
Internet: http://www.aerokurier.rotor.com/AkWM99/AeWM99e.htm

10th - 19th August
Inter-services Regionals: RAF Bicester
Tel: 01869 252493 or 01869 875995

14th - 22nd August
Open Class Nationals: Lasham Gliding Soc., Lasham Airfield, ALTON, Hampshire GU34 5SS
Tel: 01256 381322

14th - 22nd August
Lasham Regionals: Lasham
For contact details see above.

21st - 29th August
Junior Nationals: Bidford Gliding Centre, Bidford Airfield, Bidford on Avon, Warks B50 4PD.
Tel: 01789 772606

21st - 29th August
Dunstable Regionals: London Gliding Club, Tring Road, DUNSTABLE, Bedfordshire LU6 2JP
Tel: 01582 663419

21st - 29th August
Gransden Regionals: Cambridge GC
Gransden Lodge Airfield,
Lodge Farm, Longstowe Road, Little Gransden, SANDY, Bedfordhire SG19 3EB. Tel: 01767 677077

21st - 30th August
Enstone Regionals: Enstone Eagles Gliding Club, Control Tower, Enstone Airfield, CHIPPING NORTON, Oxfordshire OX7 4NP
Tel: 01608 677461

Please send your submissions for the next issue (to cover events happening during August, September and October 1999) by 10th June.

Letters to the Editor

So, the new radio procedure is a welcome advance – but couldn't we do better than that?

Speech is transitory, when not heard, or misheard it's gone for ever. Add radio, telephone and the indirect person-to-person passing of verbal information leading to the "Send three and four-pence – the General is going to a dance" type of corruption. If you add radio failure, the possibility of not being able to get a word in edgeways when necessary, and that no answer can't be taken as no activity, the chances of getting a message across are not very high.

The best we can hope for is a message that the zone will be in use from x-y hundred hours; but they might all take a lunch-break, or their aircraft might go unserviceable, and a useful bit of airspace is not being used by anyone. It's not a very satisfactory solution.

Vision is more permanent. If you don't see something the first time, it's still there (or not far away from where it was) when you look again.

Once upon a timemost RAF airfields would be equipped with a "pundit". It was a dalek-shaped object with fluorescent light tubes. It could be seen from several miles away, even in bright sunlight.

With today's technology, it seems possible for parachute clubs to have a high powered strobe system flashing a general code such as "·---" (P) in red.

Switching the 'pundit' on five minutes before a drop, would give ample time for aircraft in the zone to see it and get clear. It could then be switched off as soon as the last parachutist had landed. We'd all be much safer, and the empty airspace wouldn't be wasted.

High-standing obstructions such as TV and Radio masts have to be painted red and white or lit by day, and lit at night - because they would otherwise be invisible, or nearly so. Like invisible parachute zones with their virtually invisible free-fallers they are marked on maps but evidently that is not considered to be sufficient.

I'll give a £100 donation to the first parachute club to install a satisfactory light system – if they promise to operate it in a co-operative way.

A.H.G.St.Pierre
BEDALE, North Yorkshire.



Folding Wings

Dear Editor,

Let me reassure your correspondent, John Walker (*S&G*, Feb/Mar 1999, p.9) that Edgley Sailplanes Ltd has considered the possibility of rearward folding wings for ease of storage on our new two-seater project. The project is currently on the drawing board with a first flight due in mid-2000.

At a recent presentation John Edgley and I explained our proposals for the new design and they place great emphasis on safety with a crash-resistant structure closely following research which has been well-described in recent issues of *S&G*. The design will also contain space and structure for the fitment of a ballistic recovery system should a suitable device become available. The freedom of external colour choice is a further safety bonus.

Rearward folding wings will, however, not be a feature of the early production aircraft due to their cost and complexity, but should there be sufficient interest, such modifications could be reconsidered in the future.

Terence Henderson
Chairman, Edgley Sailplanes Ltd
BIDEFORD, Devon.

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Annual Statistics

Dear Editor,

The Annual Statistics for gliding clubs published each year in *Sailplane & Gliding* have always been of interest. In the four years that I have subscribed my main interest has been in identifying *my* club, the aircraft in *my* club, the number of people who share membership of *my* club, and so on. I have been known to glance and make comparisons with other clubs.

All very interesting. However, recently I decided to consider moving to a club nearer home. It was then that I realised both how limited the published information is and how many opportunities to present it in a more relevant way are lost.

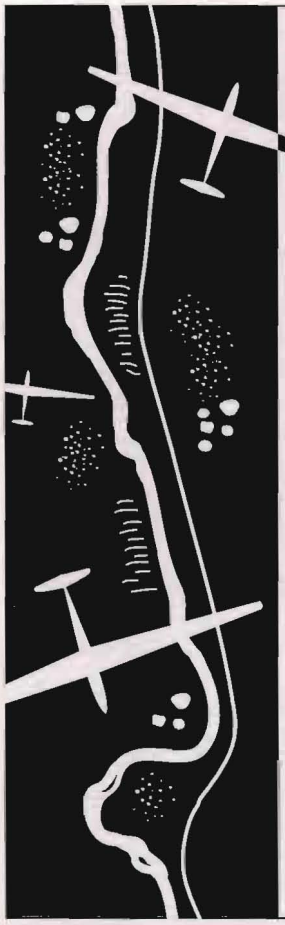
Why not use the present statistics to tabulate and list, perhaps in club order:

- The number of members per seat in a club glider. This would give prospective members a clue about how long a flying list might be on a busy day.
- The average time of a flight. Statisticians might claim that this has much to do with the skill of members but it would also reflect the local flying conditions.
- The average distance of a flight.
- The average number of flights per member.

Other information could be included:

- The number of instructors and the ratio of instructors to members.
- The number of first solo flights and badges gained during the year.
- The number of accidents.
- Club records.
- The rate of turnover of members. (Nothing to do with either inverted flight or a good night in the bar!)

Bob Perris
WHITLEY BAY, Tyne & Wear.



UK Mountain Soaring Championships

5th -11th September 1999
Following the success of the first Championships we are pleased to invite applications for entry forms for this year's event. Once again the winner will receive the 'Silver Quaich' generously provided by Sedgwick Aviation. We can boast the lowest entry fee, aerotow charges and the most magnificent soaring conditions of any UK competition. A unique competition from a unique site. Practice week 29th August - 4th September included in entry fee.

Spring and Summer
Only a few have discovered the delights of flying at Aboyne 'out of season'. Long days, huge open skies, no launch queues and more lift than you can shake a stick at. For the non-flyer in your party (and on the odd non-flyable day) there is loads to do. If you want a real aerial treat and a superb holiday, Bonnie Scotland's for you!

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We run weeklong courses for all standards of pilots whether complete beginner or at an advanced stage, we will tailor the course to suit your needs and help you get the best from your gliding. We are an all aerotow site and all glass fleet with a Grob 109 motor-glider for cross-country endorsements. Courses run from March to August and cost just £369 inclusive of flying charges.

Autumn Wave Season
There are still spaces in most weeks in September & October. As you know they tend to fill up quickly, so an early call to our Wave Booking Secretary is advised.

For more information, booking or entry forms contact our Staff Instructor, Roy Dalling.

DEESIDE GLIDING CLUB
Aboyne Airfield, Dinnet, Aberdeenshire AB34 5LB
Tel/Fax: 013398 85339



The **Loch Kinord Hotel** (formerly Profeits Hotel Dinnet), sponsors the Altitude Shield for the Championships and is pleased to be associated with the Deeside Gliding Club.

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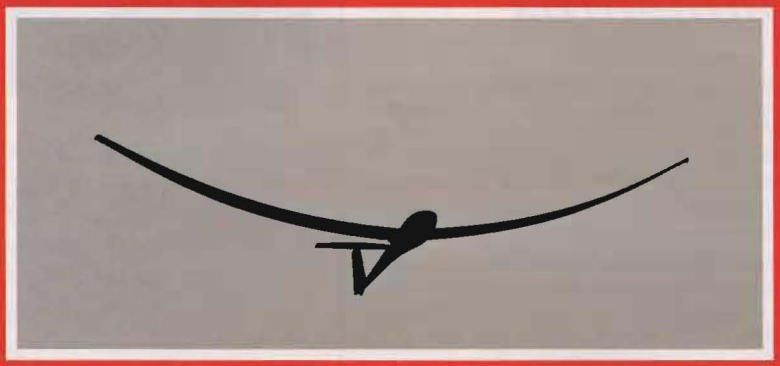
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Cotswold Gliding Club

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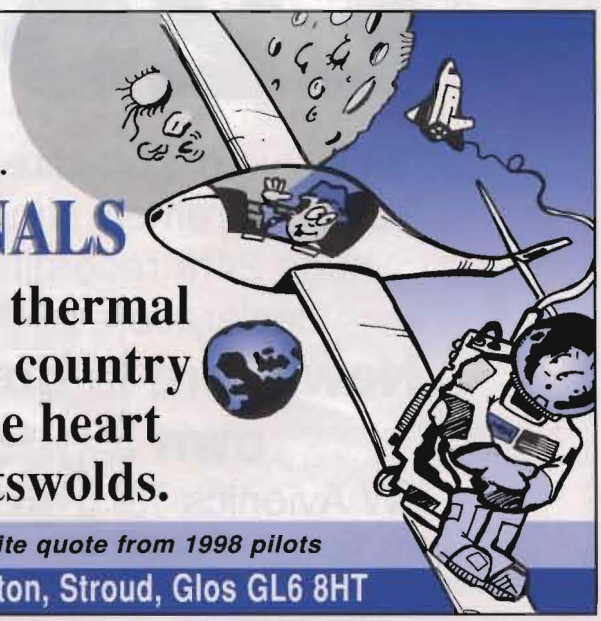
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19th - 27th June 1999

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Salutary Soaring



***An anonymous column dedicated to those of us who got away with* it**

It was a clear crisp winter's morning with a moderate north-westerly wind that promised the possibility of some wave from the Pennines.

I tightened my straps in preparation for the aerotow. In time-honoured fashion I ran through the remaining CBSIFTCBE protocol finishing with my cable release checks; the DG200 being one of those gliders with a dual-purpose single hook just forward of the undercarriage. Everything fine, I instructed my colleague to hook me up and with the briefest of pauses whilst the Chipmunk took up the slack cable we were off down the runway.

I recall consciously picking fields as we cleared the airfield boundary, remembering the article I had recently read which echoed those words 'expect a cable-break this time'. I was certainly not going to get caught out. 'Oh no, not me' (it's amazing how smug you can feel when you have had a busy season's soaring and find yourself still technically current as the year fades).

I deliberately decided to take a high tow (to maximise the opportunity of finding whatever weak wave might be about) and at the moment my altimeter read 5,000' I looked left, smartly pulled the cable release and launched into my obligatory climbing turn.

It was at this point that things went rapidly wrong! Instead of the expected gentle climb to the left with predictable reduction in airspeed the glider took me completely by surprise. A sudden, and unexpected, sensation of negative *g* was followed swiftly by a rapid loss in speed followed immediately by a violent yawing motion to the right as that wing dropped.

Before I could get a handle on my predicament there was a loud bang and the glider settled down into a stable level cruise, the whole incident having taken only two or three seconds. Instinctively I looked out along the right and left wings for evidence that my pride and joy was about to plummet out of the sky but everything appeared normal. It was then that the horror of what had happened, and the implications, dawned on me with frightening clarity.

I had failed to release correctly from the tow. Whether because the links had snagged or because I had not pulled the yellow knob hard enough was of no consequence, what I had failed to do was check that the rope had released. From force of habit I had launched into my climbing turn without a thought for the poor tug pilot still attached to my nether regions by a length of sturdy cord. His first realisation of what had happened occurred when his tail was suddenly and violently hoisted upwards. Whilst he reacted quicker than I, his attempts to release from his end were hampered by the fact that I had placed the rope under enough tension to prevent his release mechanism from operating effectively. It took several sturdy pulls before the tug was free and the pilot too shaken up to continue flying that day once he had landed. It is bad enough to risk your own life by a moment's thoughtlessness but to risk another's is unacceptable and I was lucky that, on this occasion, it only cost me a beer!

Moral of the story: always release the tug ballast before you go soaring! **Or, rather, make sure that you see the rope snake away before you turn.**

It was my first winch-launch on type. Although the wind was straight down the strip the launch was disappointing: I increased flap to +8, but by the time I released I had only reached 700'. I had already decided that I would try to soar, so I retracted the wheel and circled off downwind in weak, broken lift.

Abreast of the launch-point (still at about 700') I decided that soaring was "off" and landing was "on" so I flew upwind to start the downwind leg of a circuit at about 400'. I remember dwelling somewhat on the appropriate flap setting, trimming for an approach speed of 55kt and completing my checks. I was most surprised when the uneventful (if brief) circuit terminated with a well held-off but wheel-up landing (on grass, fortunately – no damage, except to my pride).

What events had conspired to qualify me for membership of the "White-line Club"? (As this was a case of ground on the glass-fibre, rather than glass-fibre on the ground, perhaps it should be the "Green-line Club")

- It was my first winch-launch on type.
- Before launching I had a fixed intention to make it a soaring flight.
- As I was going to soar I, naturally, retracted my wheel (which I wouldn't normally do after such a low launch).
- My circuit, whilst not rushed, was certainly brief.
- In the short time that I was in circuit I was preoccupied by flap settings.
- As I never retract my wheel after a low launch my wheel must have been down already, so I didn't need to think about it.
- I didn't check that my wheel was down.
- I evidently did *not* go through all my downwind/pre-landing checks.

Curses...



Salutary Soaring

I had just had one of the launches for which Camphill is famous when the wind blows from the west.

You start down into the dip, and the winch flicks you nonchalantly into the air before seeming to lose interest as the power falls off. But, they know what they are doing, those lads at Derby & Lancs, because at about 500' you are into the ridge lift and on your way. The sky was blue with the sort of puffy clouds which we would have headed for at my home club, but these didn't seem to be doing anything particular, as there was lift everywhere. I just kept going up wherever I was. I came alongside the clouds and eventually soared above them. Although I had never been in wave before, I assumed that that was what was keeping me up.

The book says that lenticular clouds mark the position of the wave, but where were they? Somebody once told me that wave can be created by the tops of the clouds themselves, so perhaps that was what was happening. Anyway, I didn't query the source, but just flew around enjoying myself at around 4,000' (QFE of course), keeping a wary eye on the ground and various landmarks as I did so. This was what it was all about!

Flying through the valleys between the clouds was the most fun, watching the shadow of the glider on the slopes, and seeing how close I could fly to a cloud before the wing tip started to go fuzzy. When I started the clouds were quite well spaced out, but I came to realise that I couldn't see the ground. To reassure myself, I flew back the way I had come; but there was no gap there. I went on a bit further, but there was still no sight of the ground. I fired up the GPS and headed back to where Camphill should have been, but I still couldn't see *terra firma*. Decision time!

The funny part was that I was not frightened and, believe you me, I am not a very brave bloke. I could only think that the Powers were going to be very cross with me for committing such an unpardonable sin. I thought of all that I had read and been told about this sort of situation. Switch on the artificial horizon? Hadn't got one of those. Turn and slip? Didn't have one of those either. Instead, I lowered the undercarriage, opened the air-brakes, and headed ground-wards, cloudwise, keeping a careful eye on all the dials. On my way up, cloudbase had been at just over 3,000', so I reckoned that I had about 1,000' to go down through cloud. It seemed to take an awfully long time. The altimeter was whizzing round and round, and although it was difficult to read, it seemed to be getting awfully close to zero. Must be a mechanical aberration.

Suddenly it became brighter – well, a little less dense – and there was the ground, *immediately* beneath me! The cloud was right down to the deck! I pulled up smartly, slamming in the air-brakes, and at once saw a familiar-looking microwave tower in the gloom ahead. Sure enough, I was going directly away from the airfield! I did a very sharp 180° turn (thankful that I wasn't *that* close to the ground), until I could see the airfield...above me. Did you know that Camphill is on a plateau?

I was on the downwind side with the soarable ridge on the far side of the airfield. There was nowhere to land on the moorland below, and I could only keep going around the north slope, hoping that I could clear the ridge and find landable ground. I snuck past the airfield perimeter, and out over the edge of the ridge which, to my amazement, was still working, just. Initially I was surprised to find one or two gliders still struggling to stay up, then I looked down. The airfield was awash with aircraft in all sorts of positions. Obviously I wasn't the only one to have been caught out. Taking a closer look at the field I reckoned I could just squeeze in alongside the cross-track. I started some sort of circuit along the back wall, doing my WULFA as I went. Have you spotted the deliberate mistake? I already had my undercarriage down and during my checks, I raised it! I think they call it workload.

Landing east to west at Camphill is a bit tricky – because you come down like a lift, you have to have what feels like far too much height at the back wall, but I managed that part alright, using flap but no airbrake. When I started to round out up the slope the undercarriage warning frightened the life out of me. Realising my error I grabbed for the lever, losing the air-brake lever which is on the same side. So I had wheel going down and air-brakes popping up and down as I thankfully came to rest. Phew!

Back at home the rated gentlemen would be queuing up to point out the errors of my ways, but not at Camphill. An instructor who happened to be driving past shouted – "The round one is the wheel and the square one is the airbrake." I think all these sort of stories should have a moral – how about: *If you can't take a joke don't fly at Camphill!*



It was a blustery day, but we were flying as normal. My syndicate Pirat had been rigged and was ready to fly.

I had only just joined the syndicate and, while the other members were working on their Silver badges, I was still on my Bronze check-flights. I'd spoken to the instructor who was flying with me, but there were a number of

Salutary Soaring



people ahead of me. Following a briefing, and while waiting for my checks, I decided to fly my new glider.

I'd only had two previous winch-launches in the Pirat, but over the previous months I had made several check flights in similar circumstances. I was confident that I would be able to cope with the conditions and was determined that I would not be a fair-weather pilot.

The ground run was short and the climb was steep. At about 350', the speed rose beyond the max. launch speed. I pushed the stick forward, but the Pirat elevator is more sensitive than the K13 and the nose went down further than I expected.

As I signalled 'too fast' there was a rattle under the seat; I thought the rings were shaking in the hook. It was, in fact, the sound of the wire back-releasing as the wind caught the drogue parachute and blew it behind the glider. However, assuming that the wire was still attached, I began to raise the nose again; this caused consternation at the launch point. I had already decided on a minimum launch-speed of 55kt. I pulled the release and lowered the nose for a straight-ahead landing.

I established an approach speed of 65kt, but a slight crosswind was blowing me away from the runway. I opened the air-brakes, began a turn to bring me back in line and hit the turbulence from the hangar at the upwind end of the airfield.

I found myself being bounced around by turbulence, which was more violent than I had expected, struggling with a heavy airbrake load in my left hand and a sensitive elevator in my right. I was also unable to make the rudder work and was having trouble turning towards the runway, it was fortunate that the runway sloped downhill at the mid point which allowed me a few more seconds to work out the rudder problem. I was concentrating so hard on my hand movements and the turbulence that I had forgotten that the Pirat rudder pedals pivot at the heel and do not work like the K13's pedals. As I came under more pressure, I reverted to 'first learned experience' which for me was what I had learned in the K13 and Ka8.

Once I had stopped trying to push the rudder pedals through the nose, I was able to re-align with the runway. I managed to damp out the PIO, which had started during my round out, and landed firmly for a short ground run.

After rolling to a halt, I sat in the cockpit feeling very small. My syndicate partners arrived to hold the wings and my instructor brought his car down. While he towed the glider back to the launch point, I sat in the car with him and explained what, from my point of view, had happened.

The most important lesson I learned was that while I was in current flying practice, I had too little experience on type for the conditions. I had twenty-two hours total time from 133 launches, but only ten minutes from two launches on type. I was unused to the comparatively sensitive elevator, the heavy airbrakes and the rudder pedal movement in conditions where these things should have been well practised.

My heavy handed use of the elevator caused the back release and it was a bad decision to climb again after hearing the rings rattle as they fell away from the hook. I was prepared for the steep wind gradient, but not for the turbulence from the obstructions at the upwind end of the airfield. As a pilot who was undergoing bronze checks I should have anticipated these conditions and given them the respect they deserved. I was too eager to fly my new glider and convinced myself that I was capable of handling it in the conditions.

Later that day I had two searching check flights with my instructor, and two more at a later date, before I was signed off for my bronze badge. The Pirat was none the worst for its experiences.

I was standing near the launch point, watching the Ka8 which was about to be winch-launched. The launch progressed normally and the Ka8 was climbing well, if rather steeply; then the weak-link broke.

Now, on the winch cable at my club the weak-link is placed between the cable parachute and a short, stiff strop which is attached to the glider. When a weak-link breaks the strop back-releases and falls to the ground; even though it is bright yellow it is *unbelievably* difficult to find in the (short) grass on the airfield.

Knowing this, I watched the strop fall and carefully noted its location. Without taking my eyes off the place where I judged the strop to have fallen I set off up the field to retrieve it. I was some way from the launch point when a loud swishing noise filled the air, sending a chilling shiver of fear (and, too late, recognition and comprehension) up my spine. I spun round to see a glider absolutely *filling* my field of view. I have an indelible image of its long, cranked wings. At an altitude of about 10', it was busy executing a smart zig-zag around me, to land a little further up the airfield.

This event might have really spoiled my afternoon; how *had* it happened?

In my anxiety to avoid losing sight of the strop I had walked into the middle of an active airfield without even looking over my shoulder to see if an aircraft was on base-leg or approaching to land. How many times have I told people not to do that?

I was grateful (and very apologetic) to the pilot...

...He didn't mind. He'd seen me.

Contributions for *Salutary Soaring* are very welcome. They can be sent, anonymously or otherwise, to the Editor. The deadline for the next issue is June 15th.

Tail Feathers

Sleepless in South West Thirteen

I was delighted to find that the gentleman presiding over one of the interminable terminal enquiries – the usual public wrangle about whether London Heathrow should have a fifth terminal, or whether jets should be allowed to wake us at 4am – was a Mr Justice Glidewell.

There is one solitary Glidewell in the London residential phone directory, by the way. There are also two subscribers called Glide, two more called Sinker, and a least a dozen by the name of Soar. I just thought you would like to know the useful ways in which I spend the winter months when I am not scaring myself silly in the New Zealand Alps.

Anyway, this lovely name made me think, always a dangerous activity. Why not make all the airliners glide, absolutely dead-stick, into Heathrow? After all, if the space shuttle can approach in total silence and touch down like a feather, a Boeing 747, with a lift/drag ratio many times better, can do so too.

There is a snag, of course. A single plane can do that alright, but in a stream of airliners all forced to follow the same three-degree path (roughly 17:1) at prescribed intervals, many are going to have to use power to adjust their position on the glide-slope when they get a bit low or a bit slow.

Answer? Technology! Abolish all the current ground-based air traffic control systems. Every plane in Plat's brave new world will have collision-avoidance electronics (based on GPS or radar or something; don't hamper my racing brain with the details). They will all come in at whatever glide angle, at whatever speed and even from whatever direction suits them, as long as they are quiet. I suppose it would be nice if they agreed which runways to use, though even that may be unnecessary once we have ironed out the wrinkles, like how to get them off the runways fast enough to avoid the planes coming the other way. What I envisage is a high-tech version of the basic see-and-be-seen system, with minimal radio chat between pilots, at any busy British gliding site, or at a small American airport without a tower.



but we can create the equivalent.

("What about noisy take-offs, then?" you interject. That's another problem that I'll solve on a Sunday afternoon after an hour's dozing under the News of the World. At present I am only concerned with those of us who live to the east of big airports, and are vexed by planes landing into the prevailing westerlies.)

There would always be objections: nit-picking, unimaginative, pedantic gripes about one little problem or another. Like, if the engines get cold through being throttled right back you can't fire them up again quickly in an emergency, such as having to go round again. I delegate that small headache to the engine makers: come on, you chaps, just redesign the darned engines, or it's the Gulag for the whole team. Well, we haven't got Siberia here in Britain, but we can create the equivalent: make them live indefinitely on airline food served in a tiny, cramped space in thin, unbreathable, recycled air, bombarded by semi-audible movies on tiny screens, until they're screaming to be led back to the drawing-board. They'd come up with something.

The biggest difficulty, however, would not be technology, but people. The general public do not understand the principles of flight, and especially they do not understand the principles of motorless flight. The idea of hundreds of jetliners milling about in the dark over central London without power and without any ground-based air traffic control might unnerve them.

I would have achieved part of my great aim; the inhabitants of Barnes and Battersea would no longer be woken up by airliners. However, that would largely be because they would be too scared to go to sleep in the first place.

I got this comment from a noted glider pilot who flies airliners in his spare time when he is not soaring, and who, to my astonishment, thought my idea was not totally crazy:

"Since everyone at my company knows I am a glider pilot, I am expected to know exactly how to glide a 767. Since a double engine failure is a possibility, remote I hope, I have looked into it and quite often give pilots an opportunity to practise it in the simulator. You may remember, about 12 years ago, the case of a Canadian 767 running out of fuel near Calgary (something to do with Canada changing from gallons to litres). Anyway the Captain just happened to be a glider pilot and in a previous military life knew of a disused airfield within the range of the gliding 767. He made a pretty good job of the dead-stick landing, managed to miss the Sunday market, and just ran off the end of the very short runway. The nosewheel collapsed, but everyone walked off. Clearly, with a bit more science and training, those very long runways at Heathrow should be no problem. It would be very green too, with all that fuel saved.

On a serious note, you might be aware that a lot of investment was put into developing MLS (Microwave Landing System) as opposed to ILS. The subtle difference is that a curved approach utilising a 3° glideslope can be made. This way everyone in London can share that delightful whistling noise instead of just the inhabitants of Battersea and Barnes. It has been overtaken by GPS which of course can do the same thing. Most aircraft now have TCAS which provides for the collision avoidance, although it was designed for emergency use rather than everyday use; a technicality, I know. Incidentally, a typical airliner has a best glide speed of about 210kt and will achieve 3nm per 1000' like that. I guess that's around 18 or 20 to 1. Not bad really.

And a 747-400 captain says: "Plat may be interested to know that wherever possible we try to practise a low-drag approach which is fuel efficient. You end up in a continuous slow descent to intercept the glide path



can't always do it because of ATC constraints.

with no gear down and only sufficient flap to stop the speed rising with the engines throttled right back. Not quite a glider, but nearly!" You can't always do it because of ATC constraints, of course, and you have to dirty-up at some stage to spool the engines up for throttle response – but he wasn't far from the truth!

A serious piece needs to be done – by someone other than me – on the topic of how technology can rescue gliding from strangulation by bureaucracy and growing airline activity. No serious cross-country soaring happens in Belgium now – all airspace over 1,500' is controlled. Justin Wills fears the golden age of gliding is coming to an end. But it need not happen.

Out & Return

Saturday March 27th was one of those wonderful, but rare, early days in the season, with unlimited visibility, well-behaved thermals and cloudbase nearly 5,000'. Even getting down to 900' – a considerable feat in such easy conditions in an ASH 25 – caused no worry; there were hundreds of excellent fields to choose from. The ground had barely woken up to the fact that real sunshine was tugging green shoots upwards.

On the last leg of our 312km task, from East Swindon to Dunstable, my partner said to me "That's Fairford, north of Swindon, where the B 52s bombing Yugoslavia are based." I didn't know this because I have recently tried to give up newspapers and television in favour of the Times Literary Supplement, the Scientific American and books of an improving nature. I shall eventually have a wonderfully well-stocked mind, but will have no clue what's happening in the world. This will be manifested by my booking holidays in Macedonia or Kurdistan or some place where the Ebola virus is raging out of control; I shall be amazed at how easy it is to get a whole row of seats on the local airlines, and wondering why the crew are all armed to the teeth and totally swathed in transparent plastic.

A few minutes after my friend made this observation two vast black shapes appeared to the left of our track, trailing clouds of dirty smoke from eight engines apiece. Their pilots were gently letting down after unleashing cruise missiles, or whatever was their ordnance that day, with what effects I don't know. I don't suppose they know either.

Shadows falling across an otherwise flawless English spring afternoon. Some of us fly for money, some fly for fun; but there is a third, compelling reason for taking to the air, which we don't care to think about until we absolutely have to. I wonder how often we shall see them this summer.

A Senior Moment

It was bound to happen sooner or later. I came fizzing towards Seminole Lake Gliderport at red-line speed in Francois Pin's beautiful ASW27, wondering why I had heard no other "five-miles-out" final-glide calls, though I had seen several sailplanes ahead of me at the previous turnpoint. At 140-kts-plus, 300' up, it is not a good idea to start fumbling under one's parachute or in side pockets looking for the task sheet. "Plat, how can you lose things in that tiny space where there's barely room to breathe?"

"I dunno. It's just a talent I have. I should have been a conjuror; I could make a dozen rabbits vanish in here."

After a few low-level pilot-induced-oscillations I found the wretched piece of crumpled paper. Oh dear.

You've guessed it: I had missed out the last turnpoint. I confessed my glitch publicly to Charlie Spratt on the finish line (and to forty snickering rivals), pulled up and tried to thermal away, but it was too late. I had this feeling that the glider was bright red all over as I landed and taxied towards the motor-home where I had stored all my beer. At least some liquid consolation was in prospect. Every American motor-home has a vast fridge, and a friendly pilot had allowed me to use his, the rent being very reasonable, at one beer per dozen per day. Drat! He had amazingly managed to do even worse than I and had landed out. His crew and motor-home had trundled off on retrieve taking my beer with them. It was the last day of the 1999 US Senior Championships in Florida, and I never saw them or the amber nectar again.

On the radio Charlie kindly said I'd had "A senior moment". That's code for "A senile moment" of course. I am typing this on my 65th birthday – tomorrow I get my free bus pass and become the terror of the London Passenger Transport Board, so maybe Charlie is right and these moments will increase in number. But, I have decided that such absent-mindedness is not in fact proof of senility. If it is, I have been senile since the age of four, or at whatever age it is that one is expected to take some personal responsibility for one's actions.

No, I blame technology. Thanks to GPS and the Cambridge computer I had got entirely out of the habit of drawing lines on the map. This was the first competition in 40 seasons in which I had drawn no course on the map. "But," you say with incredulity "surely the Cambridge computer told you there was another turnpoint to go round?"

Indeed it did, but I simply disbelieved it, the way airline pilots ignore a 100-decibel klaxon, a voice warning and a 30" video monitor with flashing red letters saying "There is a 15,000' mountain ahead of you and you are all going to die in one minute if you don't turn left NOW!" Their last words are always something like "Aw, shut up!" only ruder. As Ernest Gann said, once a pilot has an erroneous idée fixe, no amount of fact or logic will shift it.

"Plat, your resolution for the remainder of this season must be to draw the course on the map, and Scotch-tape the task sheet to the map. Then nothing can go wrong!"

Oh yes, it can with me. One of those damn rabbits will have eaten it.


One of those damn rabbits.

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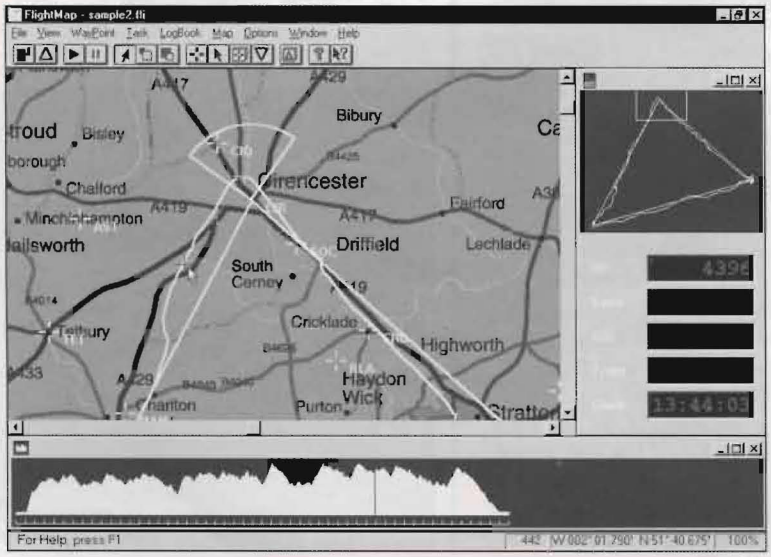
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Hi-tech Winching

It was born out of frustration. The usual story was to spend most of the day giving reasonable winch launches to other members, but when it was my turn I would be hurled into the air in reckless manner by "Nigel Mansell", having to release before my wings did so for me. Alternatively I would stagger into the air at a speed which would guarantee a low launch and no chance of soaring.

Part of the trouble was that our SHK had a maximum winch launch speed of 59kt, and needed at least 55kt to get a good height, in other words a 4kt speed range for a good launch. Our site at Feshiebridge is right in the Cairngorm mountains and can suffer from some pretty impressive wind gradients, catching out even experienced winch drivers.

There have been a number of articles in past issues about the control of winch launching. The ones I read had suggestions on drum speed measurement, cable tension measurement, etc., but none of these methods appealed because what I really wanted was for the winch driver to know what my airspeed was. Or more precisely, I wanted him to know the difference between my actual airspeed and the optimum airspeed for my glider.

And so the launch-control gadget (I never could think of a slick name for it) was born. A pressure sensor, connected across the back of the ASI, measures airspeed. A microprocessor then compares the actual value of the airspeed with the desired "optimum" value for the particular glider and generates a difference signal, which is relayed by a low power radio link (no licence required) down to a receiver in the winch. A meter is mounted on the windscreen of the winch, with a green band in the middle and "Too Slow" and "Too Fast" at each end of the scale. Keep the needle in the green band, and the glider is launching at the right speed. Full scale deflection of the needle means 10kt adrift on the speed. The system is "armed" by pressing a button on the panel before launch, but nothing happens until the airspeed goes above 30kt, when transmission starts. Ninety seconds after starting, it switches itself off. In order to reduce the chances of an airborne glider jamming a launch, pressing the button in flight (with the airspeed above 30kt) does nothing.

Of course they said it would never work, but much to everyone's surprise (not least mine), it did and now, five years later, its siblings are installed in our club two-seater and six private machines. Even though I now fly a Ventus, which has an impressive 85kt maximum winch launch speed, it is amazing how relaxing a launch at the optimum speed all the way up can be (my gadget is set to 65kt), and launch heights have improved because one is prepared to adopt a steeper attitude if the speed is right. There are also fewer cable breaks caused by over-fast launches, and winch driver training is simplified. Although Feshie is regarded by some as a "back-woods" club, do we have the most sophisticated winch launch control system?

Nothing is perfect, and there are disadvantages. We are breeding a generation of winch drivers who rely on the gadget, and pilots of non-equipped machines suffer. Even though it is a "head up" display, there is a tendency to focus on the meter, with the glider a blur in the background. I am not the only person to have ended up with the glider right overhead on a calm day, the consequential pile of cable on top of the winch the result of failing to look out! I suppose I need an audio speed-director! Also there is still that human operator to contend with. After an 80kt launch in the Ventus on a windy day I quizzed the driver, who said that the meter had been indicating full scale "too fast", but that he had not believed it. Some you can't win!

It seems that the next stage is to cut out the middle man. Why generate a signal to move the meter so that an unreliable human can interpret it and adjust the throttle, when the signal could adjust the throttle directly? OK, we are never going to replace the winch driver's ability to react to a "Stop", a cable break, to back off the power at the right time to drop off the glider, or to stop winding in the cable before the parachute goes through the pay-on gear, but some sort of automatic speed control could be built to control the engine during the main part of the launch. While we're at it, let's monitor and control the drum acceleration during "All out" so that our Swallow accelerates at the same rate as our Puchacz, resulting in fewer snapped necks.

Naturally they say it will never work, but watch this space....

–Nick Norman



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The Blenheim Gliding Club of Jamaica

Terry Joint is a veteran of many competitions and gliding adventures

Just imagine it, sitting at your desk early April 1998, Spring really not yet begun and wondering what the season has in store for you.

Suddenly the telephone rings and your secretary says it is a Mr William Masterton in Jamaica calling. Five minutes later I have agreed to help start the first gliding club in the Caribbean; life's tough, but some one has to do these things!

William had done a course at Lasham on the suggestion of Annabel Lucas, a life-long family friend. He had seriously damaged his back playing rugby some time before and could no longer take part in polo and sailing, the loves of his life. Whilst learning how to soar at Lasham, William remembered home, 4,500 miles away.

Jamaica is approximately 140 miles long and has a mountain range along almost its whole length. The highest point of the island is the blue mountain at the east. Jamaica is blessed by the constant (or nearly constant) trade winds which flow over the mountains from the same direction all year round.

William, among other things, runs a farm lying on the north side of the Island with the help of his parents Doc and Pattie. Every morning the soaring john crows (similar to vultures but smaller) start their day's flying at 10.30; the wind comes on-shore, rises up the local ridges, and then onto the high ridge behind the farm. William was quite certain that a glider could stay up there all day.

So, in true colonial style, William built his own airfield, directly into the wind, about 3,000' long. All he needed then was some unsuspecting volunteer to help him start up the gliding club. He telephoned me.

Thus the fateful April day.

William initially thought of using motorgliders, but to avoid cost and licensing implications I suggested that the most economical route should be a K7 or similar and a straight-forward Auto Tow, the car should be available on the island and the K7 could be obtained from the UK or Germany.

William concentrated on the Jamaican Civil Aviation authorities whilst I concentrated on the logistics from here. A suitable K7 was found in Germany, not that there were none in the UK available but for the same price we found one which, had been completely overhauled in Germany and with a brand new canopy which, on the K7, is important. Herr Axel Anschau of Anschau Komet trailers agreed to build a brand new open trailer at cost to help get things going. We thank Herr Anschau for his help here. (His UK agent is Jardine Aviation.)

Eventually after months sending over information from the UK on English club structures, our Laws and Rules, the Instructors' training manual and our CFI's handbook we had agreement from the Jamaican CAA and a glider almost ready for collection.

The collection of the K7 was one of the worst I have ever experienced (under no circumstances enter France with a radar detector fitted to your vehicle; I was fined 5000 francs...)

On December 23rd the K7 left for Jamaica on a banana boat out of Newport via JP Shipping, one of the nicest teams of people I have met in the transportation business; it is thanks to their loaders that the aircraft arrived in Jamaica safely along with the launching wire, etc.

By January 3rd I had heard from William. Everything had arrived safely, although convincing Jamaican customs that an aircraft could fly without an engine was an unexpected task. It was a week before they were prepared to believe what was in the trailer, let alone release it.

Meanwhile, I had assembled a team in the UK: Dave Bullock, BGA National Coach, agreed to oversee the training and safety side; Alan Meredith, a Full-cat instructor, Lasham's Tug Master, a professional pilot (CAAs seem to trust them), and a widely respected BGA engineer; Me, to look after the ground side (ex-CFIs must have some uses); and my German counterpart in Sailplane Services, who came because we couldn't stand the sound of a grown man crying!

We planned to leave on the 25th January and come home on the 6th of February. Two days before our departure William called to say the glider had been delivered to the airfield, still in its container, but had suffered some damage en route. You can imagine us trying to get together



Photographs: Terry Joint.

The glider as it arrived from Newport, Wales.

all the equipment needed for leading-edge repairs, including glue which had to be non-flammable... However, off we set.

I didn't know British Airways still used DC10s. After 8h 50m, packed like sardines into seats that were, at best, designed for two year olds, we arrived in Kingston. (England: -6°C, Jamaica: +28°.)

Jamaica – Day 1

We got up the following morning at 6am (it was 1am to us). We had to drive for two and a half hours across the island to the airfield, effect the repairs, and then drive back to Kingston to meet the CAA at 3pm. We soon found out what had caused the damage to the glider; the roads were full of potholes, and the potholes were full of rainwater, so there was no way to tell their depths. Some would take the axle out of a chieftain tank at 10mph. It takes a long time to get anywhere.

As we crossed the mountain ridge, and came out from under the permanent cloud-cover, we could see the north coast and sunshine. The wind was blowing and soaring birds were everywhere; this was, perhaps, going to be fun.

Dave and Alan got on with fixing the K7. Apart from two small areas in the outer leading edge of one wing everything had arrived undamaged. Hannes, from Germany, and I took a look at the airfield.

From maps, we knew that the runway had a slight bend in it. What we didn't know was that the worst rains for years had, only days before, split the airfield into two parts with a river! William had arranged for a bulldozer to visit, and promised that by the first flying day all would be well.

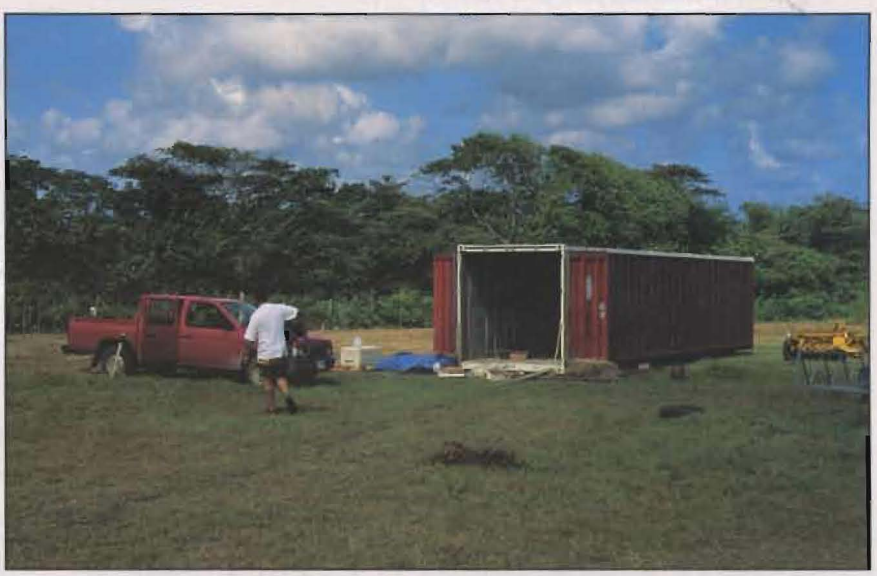
Later that afternoon, after five hours driving and working in 29°C we found ourselves washed and polished for what we thought would be the most difficult part of our trip, the meeting with the CAA.

What a relief it was when the head of Flight Safety and the head of the Jamaican CAA, said that they would do anything they could to help. We nearly fell of our chairs. Not one obstacle was put in our way. In fact the opposite was true; they realised that, with the team we had assembled, we knew our business and were happy to get on with it. They even gave us our own airspace of 10nm around the site. If any one of them ever wants a job at Gatwick, someone please give him one.

That evening we had drinks at William's town house. Interested parties, from whom William had managed to get finance, some people who wanted to learn to fly gliders, and the CAA's head of the Flight Safety were there. The Blenheim Gliding Club of Jamaica had its first, very civilised, meeting.



Soaring in a K7, over the Caribbean, off the coast of Jamaica.

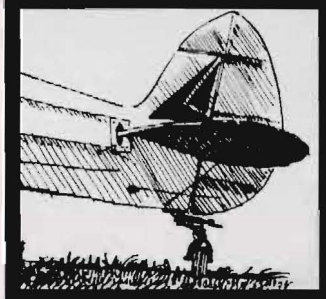


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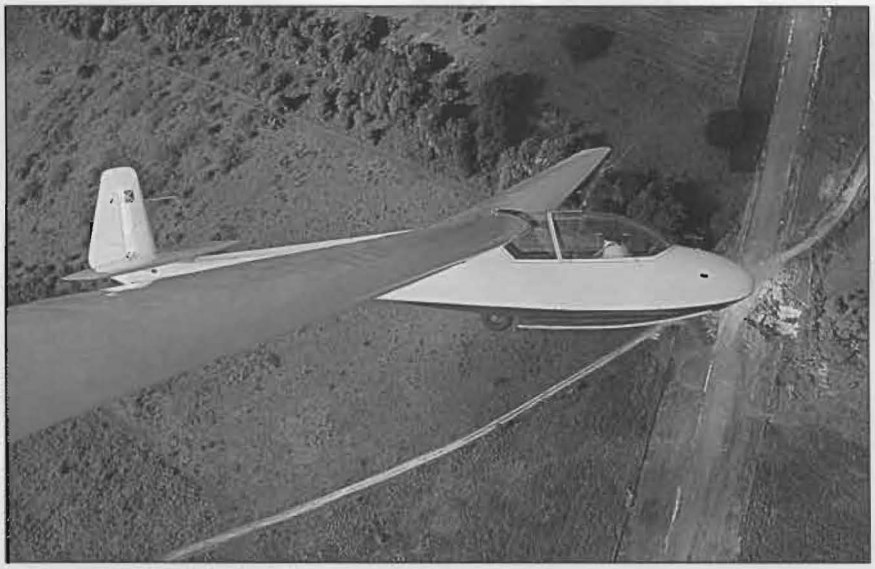
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Jamaica – Day 2

We set off on our last epic across the Island, arriving at the airfield about 10am. As William had promised the earth moving work had been done, and we had a complete and almost dry runway. Dave set about finishing the glider repairs, and Alan and I set up the auto-tow cable. It is at this point I must say thanks to all at Aston Down, almost the last bastion of piano wire and swivels. It is thanks to their advice that we got started at all.



Steep turns over the runway.

We had forwarded enough of the same wire to make lots of auto-tow runs. We decided to make one run of about 1,000' and another at about 1,200'. Now, when I was in the UK making plans, William had *promised* that the wind *always* blew at 15mph straight down the strip, and the strip was *definitely* 3,000' long. What he really meant was that the wind *almost* always blew at 15mph and the runway was *almost* 3,000' long. Consequently, if the wind wasn't blowing at 15mph then, with the car we had, launching was going to be marginal!

Dave finished the glider and we were ready by mid-afternoon. All William had to do was to go to the local police station and hand in his letter of authority to fly, and that was it. We could fly! Two hours later William returned. The local lady police superintendent refused to believe that there was such a thing as a glider. Eventually she was convinced that we had not hatched a new way of importing cannabis, and we *could* fly.

Dave flew the first two launches, the second of which was a soaring flight. Thermals were scraggy low down, but higher up they were slightly better shaped and large areas of lift could be found.We did a couple more launches with William into the 15mph promised wind. His second flight was for over one hour, and you should have seen his face. The first day of flying had produced more than we could have hoped for*.

* On the first two launches there were two car crashes along the adjoining road. They had never seen a glider before and could not take their eyes off the launch.

Jamaica – Days 3-6

Flying started when the wind blew strongly enough each day. We soon learnt that, with the car we had (5.9*l* Cummins Turbo diesel, driving a manual box), we did not have the acceleration to make launching a safe option if the wind did not blow. We flew over thirty launches, and all of the people who had put money into the project.

Alan and Dave agreed that what was needed was either a longer strip or a winch. At first I was against the winch idea due to the high probability of getting birds' nests [the wire tangled in the drum].

I have started and maintained gliding clubs in many countries and one of the problems encountered is the lack of enthusiasm when people have to take their turn at winch and retrieve driving, especially when the temperature is 30°C! However as William pointed out we had local people who would be more than willing, if properly trained, to have a chance at a new full-time post.

Jamaica – Day 7

We became tourists. We went to Negril beach and Ocho Rios; we learnt to say "hi mannnnnnnnn" and "respect", and "no" to anyone offering cannabis. We spent our remaining time trying to fly with as many people as possible, to get the message across. We achieved 70 launches in total, and the longest flight was just over one and a half hours. It was obvious that on most occasions, provided you got 900-1,000' on the launch then soaring would be easy.

There are many stories to tell, not least of which when the local police big-chief turned up. He assured us that he weighed no more than 110kgs, and we had to shoe-horn him into the K7; the smile on his face as he passed on the approach was a joy to see. We all managed to fly. David, being the lightest did most of the training, and Hannes, Alan and I flew solo. The views were fantastic.

So what is next? As I write, an ex-RAFGSA winch is due to leave on the banana boat. Alan, accompanied by John Hoskins, will go back to train the winch driver. From mid April the Blenheim Gliding Club will have an operational airfield, sanctioned by the Jamaican CAA and, hopefully very soon, officially affiliated to the British Gliding Association.

A different area of the World, with excellent scenery and wonderful friendly people, is available for BGA members to soar over.

For the short-term future, until local pilots become qualified, the Jamaicans will need UK instructors to train them. If you are a Full-cat instructor and would like to volunteer to instruct in Jamaica, call Terry Joint on 01420 88664 (work) or 01420 544397 (home).

You need to be a practical person who has in-depth knowledge of winch-launching and safety. You need to be able to go for at least three weeks. In return all your expenses will be paid, including flights, accommodation and food. If you want to take your partner he/she will need to pay his/her own way.

The site and facilities are also available for our use. Instructors can take their own students during our winter, use the local facilities, the luxurious accommodation and learn to fly in the glorious Caribbean sunshine.

Go on, *spoil yourself!*





Apart from one, all photographs here were taken by Uli Schwenk while flying in the European Championships last year. Uli's colleagues in the German team were Jochen Back (Nimbus 4) and Klaus Triebe (Nimbus 3). They were placed 1st, 2nd and 4th respectively in the open class. The pictures right and below left are shots of Jochen as he and Uli flew their task together.
The picture at the bottom of this page is of Uli's glider, a 28m ASW22, having just landed-out in a field only 24m wide! Fortunately, there were no obstructions. The championship airfield, Leszno, in Poland, was only 60km away from this farm.







Gliding Gallery

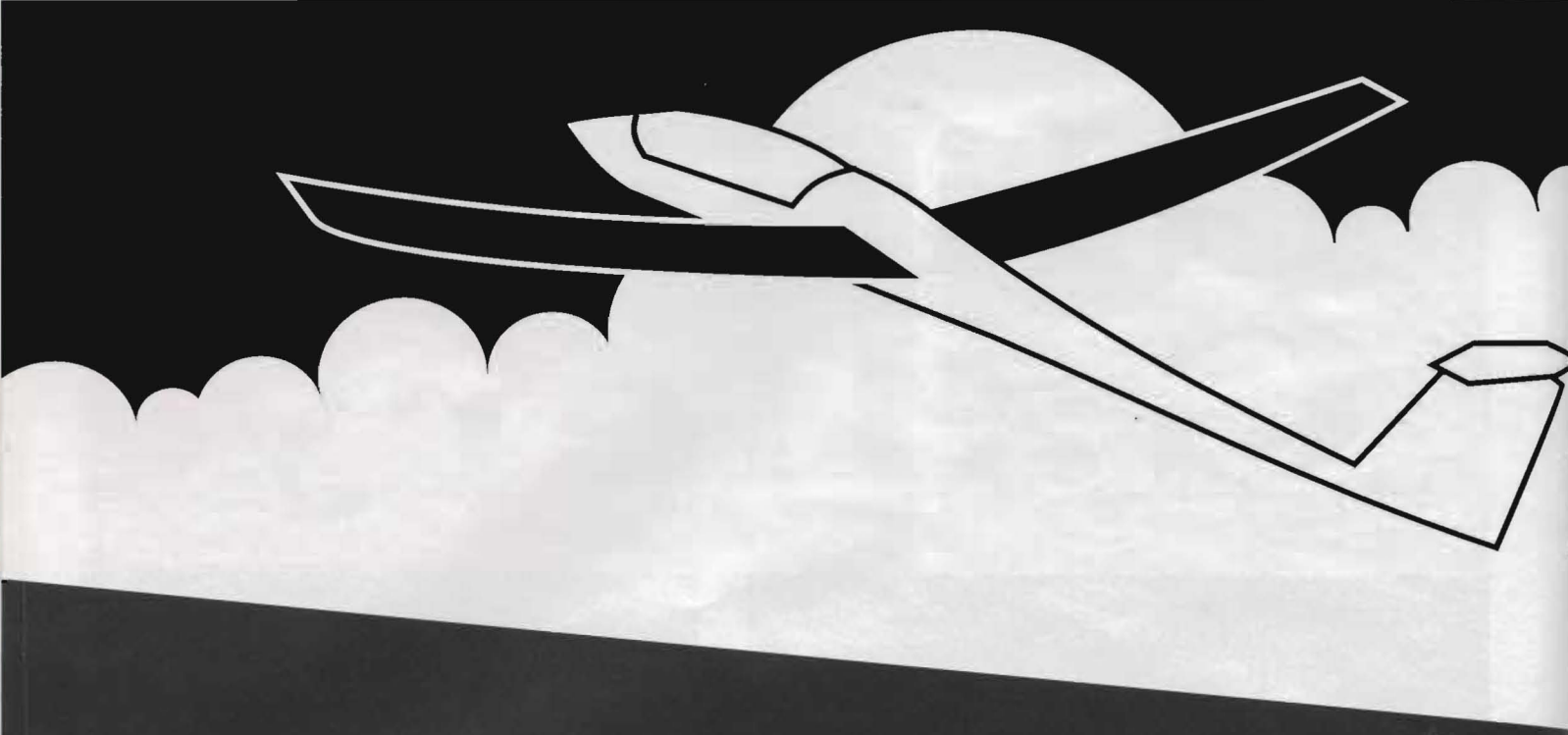


The picture below is a shot of Uli in his ASW 22 KS, on final approach into Leszno. Note the vehicles on the peri-track parked much less than a wingspan below the finishing gliders.
As an aside, Uli forgot to mention the following in his talk to the BGA Conference in February; he writes:
"Pilots of Britain, you mustn't be afraid of the Germans in gliding championships, we can't put our towels on the rostrum!"





Submissions for the Gallery
Photographs can be sent as prints, slides or via the internet (negatives are not necessary). If you are sending graphics files over the internet please send them as TIFF, JPEG or EPS files, at 300dpi and not larger than 6x4" (to save downloading time). Please send your submissions for the next issue by the 10th June.



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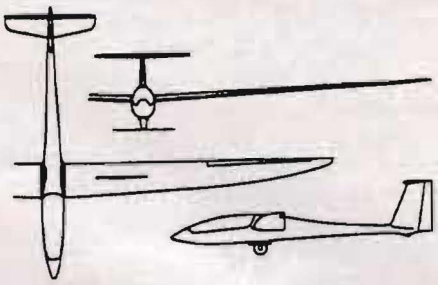
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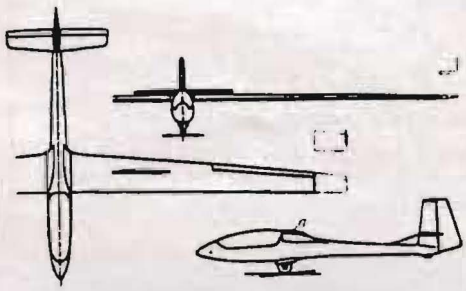


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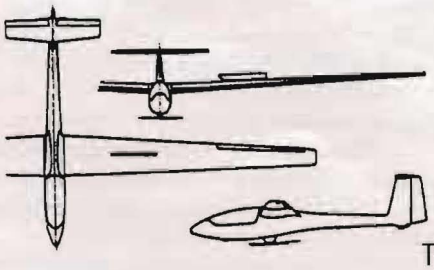
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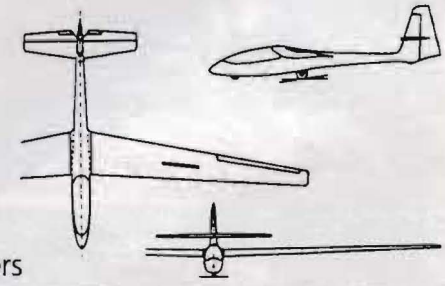
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Workshop Foreman Fibre-glass Aircraft Repair Course

Michael Fogerty is an ex-GSA pilot with a Silver badge

Having landed my Astir wheels-up on a hard runway, I thought it was time I learnt how to repair damaged aeroplanes!

I knew of the workshop courses at Hornberg, Germany, from my visit there in 1997 to buy my glider. Everyone I had met had gone out of their way to help me despite my execrable German. I also had the memory of two marvellous days flying, including my first solo aerotow.

Hornberg Segelflug Schule is the regional centre for the Baden Wurtemberg Lander in Germany. Having taken my GCSE German in the summer of 1998, I enrolled in the January 1999 Workshop Foreman FVK course to learn about repairing glass sailplanes. I became a member of the local BGA equivalent (BWLV ev.) and in two feet of snow I started work Monday 16th at 8am.

There was a welcome address in the study block, and a lecture on LBA (CAA) paperwork. We learned about the type of repairs that the course would allow us to do, (level 2, 3, & 4). We were taken over to the workshops, where there were about six workstations, and split up into teams. I was paired off with Wolfgang, a maintenance chief from Lufthansa. There were sixteen of us from all ages and backgrounds, men and women. Experience ranged from those with many years of looking after sailplanes to myself who had only a little experience of repairing sailing boats.



The repair of tricky leading-edge damage is attempted.

Wolfgang and I started with an Astir wing which had had a 10mm hole punched through it. We were shown how to sand down the gel-coat, exposing the glassfibre layers, cut away the outer skin around the hole and remove the foam from the inner layer. It was then important to examine this inner layer for extended damage, and if necessary, cut it back further, to leave 15mm (from the hole to the surrounding rim of complete wing-skin) of intact inner skin. The surrounding gel coat was then sanded down to expose the glass of the outer wing skin. By measuring the width of each exposed layer of roving on this feathered edge, we could cut the correct scarfing gradient for the new outer skin.



Learning how to repair holes in a tail cone made of fibre-glass.

We then took a sample from the piece of the glass fibre we had cut out, and burnt the resin from it. This left the glass roving, sooty black. We compared the sample with a wall chart, and confirmed the weave, direction, weight and type of each of the layers. Such details are almost impossible to see in situ on the sanded wing laminate.

Having decided on the make-up of the skins, both inner and outer, we cut a patch of foam core to size. The new inner skin laminate was laid up in place on the foam infill patch. These two parts were stuck together and then trimmed to fit the hole, and glued in place. When set, the work area was sanded down to the correct gradient. The outer skin was laminated onto this, and an outer sanding layer of glassfibre was added over the laminate to make sure that the outer skin was not cut during re-finishing. The whole repair was sanded down and profiled to match with the surrounding wing, using light and a straight-edge.

This first repair was examined and passed. And as a reward, the instructor put a club hammer through the leading edge and invited us to fix that!

The course progressed, with more difficult exercises being attempted,



Working with fibreglass at the Hornberg Segelflug Schule.

those with more experience setting themselves even more advanced tasks. The mornings started off with a class assessment of each of the projects and advice on how to proceed.

Further lectures were given in the workshops when we had reached stages where procedures had to be formally taught. Testing and correct mixing of resin, and the use of cotton flock as a filler additive was an early example of this. Other lectures covered the types of resin, and the specification chart for scarfing gradients and mixes.

The working day started with breakfast at around 7am, (we supplied our own) and we gathered every day in the workshop at 8am. We worked through until noon, broke for an hour for lunch, and then we were back from one o'clock till five. After grabbbing a quick light supper there was an evening lecture from 7-9pm. There was no problem getting to sleep!

The evening lectures covered:

- Metal structures and joining techniques
- Welding
- X-ray testing.
- Composites technology.
- Glass/carbon/aramid/ resins and testing.
- Examination of fibre weaves and types and where used structurally.
- The design and building of the variable span sailplane at Stuttgart.
- Revision for the qualifying examination.

The types of repair and building that we completed were:

- Small holes in wings and control surfaces.
- Replacement of large holes by a cast-to-shape new composite section.
- Repair of fuselages, using stitch and peg techniques to attach panels.
- Re-constructing ribs and other reinforcements in broken structures.
- Vacuum-bagging techniques for new sections
- Building new structures in moulds (wingtips).
- Use of large curing ovens and making small curing tents.
- Repairs using foam, honeycomb (Waben K21 fuselage) and problems of using each.
- Gelcoat refinishing, spraying, rubbing down with colour key and polishing.
- Hydraulic destruction test of samples of carbon/aramid/glass structures.
- Subsequent aircraft weight and balance tests and paperwork.

There is no course like this as far as I know in the UK, and anyone who can master a little German could benefit greatly from it. It cost DM 450, plus DM240 for BWLV membership. Accommodation was included, but we had to cater for ourselves. There is a restaurant on site, usually catering for the public, but it was specially opened for us in the depths of winter at lunchtime during the course, around DM15 for lunch. And the Thursday night course dinner at another local restaurant was an important cultural experience not to be missed!

There was no confrontational behaviour, and no sexist behaviour towards the girls on the course and every help given to the "Lone Tommy".

However the language problem does mean that a lot of the value is lost from the lectures and from following the questions. These lectures do go into the subject quite extensively. The accompanying Fibreglass notes are about an inch thick! The lecturing staff come from the school (Hornberg) and from the Aerospace faculty of Stuttgart University. They are all professional instructors; one of them is a professor.

During the practical stretches of the course, I was given a disproportionate amount of help by the instructors, the other students and particularly by Wolfgang, my partner to make sure that I understood the procedures. Furthermore, staff from the Stuttgart University Akafleig translated the final examinations for me, allowing me to write the answers in English. They then translated my answers back to German so as to allow me to take (and pass) the qualifying examination.

I shall go back for more!

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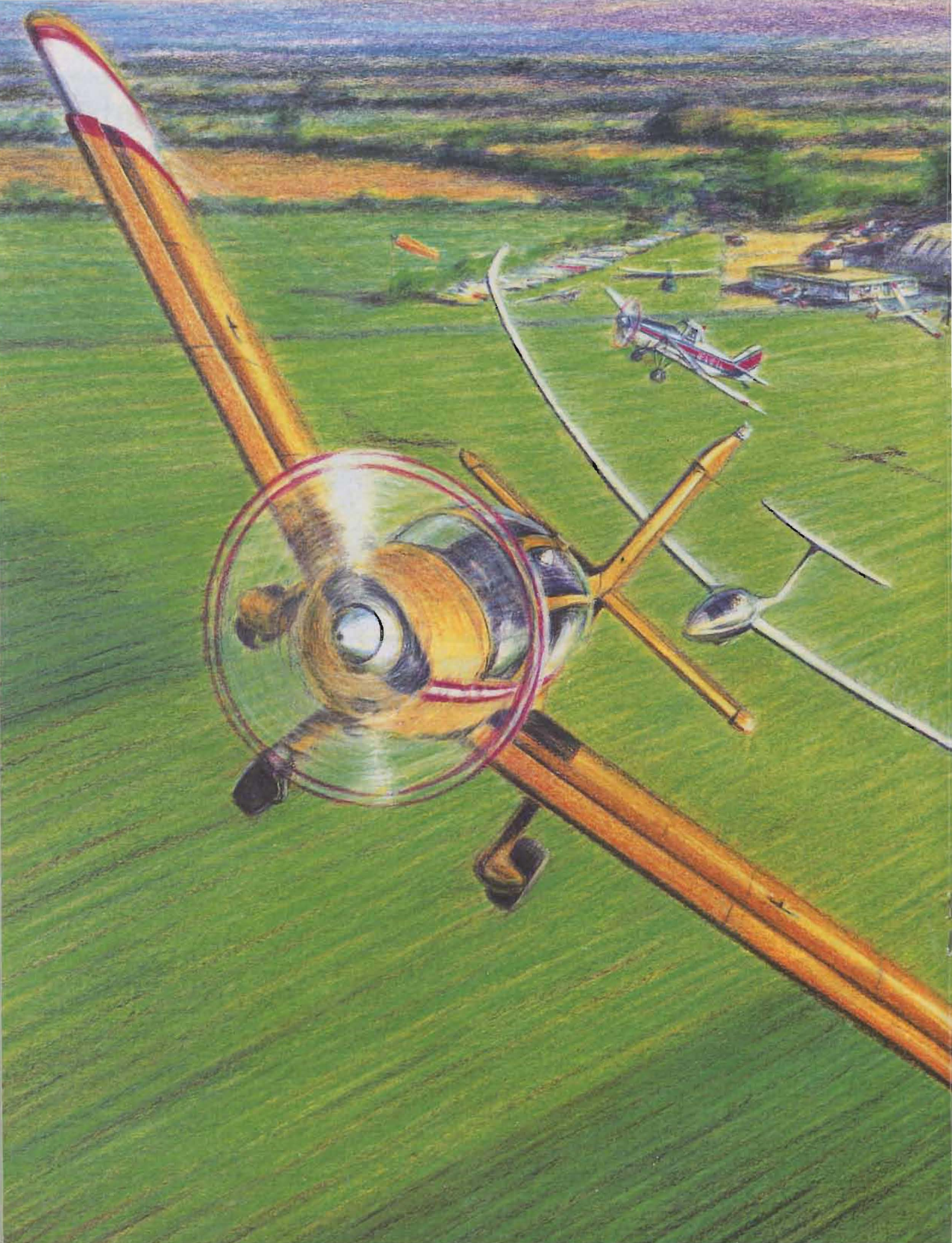
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Bob Fleuret's "Competition Start".

"Competition Start"

Cambridge Gliding Club's Rallye 180T tows a Ventus 2 away from the grid on runway 22 at Gransden Lodge, followed by a club Pawnee towing an LS8.

Other tugs include another Pawnee, another Rallye, three Robins and a Scout. Gliders include the famous T21b "Bluebell" pictured outside the hangar.

The observant amongst you might notice that the Rallye's leading edge slats are extended, which is more normal on landing. Bob says that although the slats don't close until 70kt is reached, the Ventus tows at about 85kt, and admits a degree of artistic licence!

Guild of Aviation Artists 1999

The Guild of Aviation Artists will be holding its 1999 Aviation Paintings of the Year exhibition in July.

The exhibition will be held at the Carisbrooke Gallery, 63 Seymour Street, near Marble Arch in London. The gallery will be open daily from 11am to 7pm from 20-29th July and until 2pm on the 30th. Late openings to 9pm will be on Thursdays 22nd and 29th July. Admission is free and the catalogue costs only £2.

Out of the 400 works submitted (in all media, including sculpture) about 270 are selected for exhibition. Last year there were ten gliding-related exhibits. John Dimond's "Production Line", a picture of a Slingsby Cadet 3, won the prize for Best Sporting Picture. In fact John also won the prize in 1997 with his painting of a Slingsby T30 Prefect in Cheddar Gorge, entitled "Gorgeous Prefect"!

'Mist-ery' Late Evening Thermal

Andy Walford is a Full-cat Instructor at Cambridge GC

As always, in April, it was by no means certain that we were going to fly. It was the first evening's flying of the year, and the air was distinctly polar. From my office window I had glanced out to see the cumuli puff, billow then tower.

Finally the odd cloud grew bigger than the rest, called itself nimbus, and spilled snow that didn't seem to reach the ground. If there had been hills, they might have been whitened, but this is East Anglia, and whilst we sometimes get wave, we borrow someone else's high ground a long way upwind.

At the airfield, the group was small, but fortunately enthusiastic, as the light would be gone by eight thirty. The early flights went well, and a pre-bronze pilot re-soloed in the K21. The air was gin clear, although just to the north the big clouds seemed hazy as their life ebbed now that the sun was lowering.

A new member, Simon, turned up with his father. Dead keen for his first flights, we strapped him into the back of the Grob; at twelve years and only six stone we didn't have enough lead to put him in the front seat. His first launch went really well. Simon did most of the flying, quickly producing some pretty decent turns. The second launch, with only a light breeze down the run, reached a standard sort of height at 1,300'. Handing over to Simon at the end of the launch, I casually noticed, half way through the first turn, that the vario seemed to be sticking at four up. What was this at a quarter to eight in the evening? Talking Simon around the turn, the vario stayed at four. Looking down I saw that we were over the wood, probably a one-off thermal, I thought; but it didn't feel like a thermal. Simon said "its very misty isn't it" and we promptly lost the lift, falling into moderate turbulence.

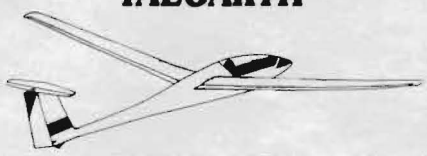
Now it started to make more sense; I could make out a horizontal wedge of more misty air lying east-west beneath us. Staying in front of the wedge we soared our way up to 2,000'. To the south the visibility was excellent, but in the wedge it fell to about ten miles. Going too far into the murk rattled us about for our pains. It would have been nice to stay with the wedge, and explore further, but although Simon was flying very well for his third flight, our patch of good air was tracking south at about twenty knots and we began to drop in and out of it.

Simon was delighted with the experience. I just prayed that he wouldn't expect this every evening! By the time we landed, the airfield had changed. A pleasant evening (for April, you understand) had turned into a bone-chilling one, and the canopies misted up. After just two more launches we packed up and went to the pub.

So what was it that gave us a steady four knots lift at a quarter to eight pm in April? My own pet theory is of a collapsing cu-nim dumping its cooled air as a sort of atmospheric bore. Maybe it was a cold front, too small for the weatherman to record. We do get sea-breeze fronts, but they usually arrive from the southeast, so that scenario is unlikely.

What ever it was, there is one twelve-year-old who won't forget it, and neither will I!

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From the Girlie Angle

Joan Pybus flies from Peterborough & Spalding Gliding Club

On Saturday, 16th May I got the "Buzz". It had taken about two years to break away from the security of the kitchen sink (my rightful place, some would say), and to initiate the process of learning to be a glider pilot.

In truth, my aim was not to 'go solo' but to conquer a fear, that of claustrophobia, and I wasn't too keen on heights either. I listened to the banter between the male members of the household, extolling the virtues of silent flight, and loitered around the airfield trying to bring myself round to being shut into a cockpit.

Eventually, the day dawned when I knew I would take a Trial Lesson. I kept that knowledge to myself until the duty pilot asked, with tongue firmly in cheek, if there would be *two* names on the list that day. My husband, Gerry, nearly dropped through the floor when I said yes!

It was a man named Fear who offered to be P1, and the Grob was selected because of its spacious cockpit. Pre-flight checks were done swiftly and the canopy must have been left up as late as possible. No sooner was it locked than we were off, speeding, bumping along the runway and launched, by contrast, into breathtakingly gentle silence.

A further fifteen flights followed with many different instructors taking me through the learning process. They all told me that everything was fine and yes, it's normal to swing like a demented pendulum when boxing the tug. Everyone was so generous in their support; I'm sure they would have had braille mounted on the controls if I'd wanted to fly with my eyes shut. During this period many people asked if I were enjoying flying. I now confess that when I replied "Yes" I was lying through my teeth.

I preferred instructors with continual dialogue; it reassured me that my flying inability hadn't curled them into a petrified ball on the back seat. However, the quiet instructors gave me their own reassurance: silence is preferable to muffled sobs coming from behind.

The breakthrough came when Gerry was misled into thinking that I was enjoying myself and bought me a course of ten lessons for my birthday. I made all the right noises of gratitude, but secretly felt pressurised. Now I *had* to do it, (serves me right for being such a convincing liar).

My first four birthday-lessons were taken on a super day! It was warm and sunny. There was no lift, but the conditions were about right for what had to be done: launches, landings, boxing the

We could take our time, and fly when we were ready

bloody tug, stalls, recoveries, etc. etc., with every accompanying emotion. However, it being a Friday, we could take our time and fly when we were ready. A bonus that day was to see another trainee go solo, and witness the pure satisfaction for instructor and student alike. By the end of the day a light began to appear at the end of the tunnel. Maybe I could do this! Best of all, I realised that I had truly enjoyed the flying.

The "Buzz" came the next day. I had the same instructor, meaning that I had five flights with continuity. Discovering that not everything learned had been forgotten over night I took a huge mental step forward. The launch could have been better, boxing the tug was rubbish, but it was the landing that did it. It was the best landing I had ever done, and it felt GOOD!

One day I would be buying the beer!

With an 'L' on one glove and an 'R' on the other there was still a long way to go, and an awful lot to learn. However, I was determined not to be the stereotypical female, led to believe that I'd never cope with anything more complicated than a washing machine. One day I would be buying the beer!

The beer was still on ice! after 49 instructional flights and three 'jollies', (my terminology for shared flights in which I didn't do 99.9% of the flying). These 'jollies' however, were extremely valuable as I had time to see for certain where the airfield was and not

Salutary Soaring Extra

The wind was due south on a damp autumn morning with orographic cloud forming at about 700' overhead. The south ridge would be working and I did not wish to disappoint the eager ab initios.

There was no harm in taking a launch and running along the ridge with only one glider in the air. We could hop over the hedge anywhere along the boundary and practise cross-wind landings.

If the cloudbase dropped there were plenty of big fields in the valley below. The pupil was happy and I flew the launch.

We had barely reached 500' when we were flung into dense cloud. Stick forward, pull off and turn left. The wings were screaming as we broke cloud at 70kts and familiar fields appeared below.

As I bled off speed a motor-glider appeared ahead flying straight at us; Fortunately, we both made the right decision.

As we landed a group ran over. "Christ, Gordon. How did you miss him?" "Come off it." I replied "We both turned right and there was no problem" "No, not then. I mean the *first* time you crossed..."

try to bluff my way out of it, something I was never allowed to get away with anyway.

Instructors had now taken to mumbling when I put my name on the flight list, and I'm still trying to establish what "short straw" has to do with flying, and why the instructor who takes *me* has to have one.

The learning curve was getting increasingly steep as I understood my shortcomings and tried even harder to rectify them. This was possibly a vicious circle as my level of stress increased and fatigue set in. Consequently stick and rudder co-ordination would go out of the DV panel. On one such occasion I believe frustration set in with PI who suggested we do a loop, in fact he took over and we did two loops. It was the best de-stress ever, and much more enjoyable than allowing me to continue slipping and sliding all over the sky.

One of my main worries was spinning. In fact, the worry was almost a paranoia. Well aware that, to achieve my objective, spinning was something I would have to do. I still weaseled out of it and made excuses. However, it did not occur to me that one particular instructor wouldn't take 'No' for an answer. I had not reckoned with being over 3,000', needing to lose height with him in the back seat! In one fell swoop (pardon the pun) he confirmed that I was entirely right to be paranoid, scared the life out of me and increased my resolve to do it again.

My next concern was, "Will I be able to recover from a spin like that?" I had read the recovery procedure over and over again but still doubted that I would be able to do it. Two months later I was to find out. I was so focused on the spins that I have no memory of

To prove it wasn't a fluke I did it again!

the safety turns preceding the exercise. After the demonstration spin it was my turn. I recovered exactly as it said in the book and, to prove it wasn't a fluke, I did it again!

Since those successful spin-recoveries I have done more, and still need to do more to reduce my nervousness, but I can honestly say it doesn't bother me now (thanks to all my 'Spin Doctors' who helped me smash down another barrier!)

During summertime I have had some exciting flights, one of which included my first experience of a 10kt thermal. We soared to over 5,000' and the sights and sounds were incredible. The adrenaline was rushing as my instructor talked me through trying to stay with it. Experienced pilots might ask "So what?", but for me it was an awesome experience. Another such flight occurred when I completely messed up a circuit. Everything went wrong: I was too high when I started the circuit, and then flew in to 4kt of lift. I didn't use my airbrakes soon enough. I didn't notice that the wind had gone round, and lined myself up for a downwind landing. After P1 allowed me time to try and rectify my mess, he took over and performed a spectacular side slip to land next to the runway. I guess it's a sheep badge before the wings! However, I learned so much in that lesson that will stay with me on every circuit I fly.

I discovered that instructors are a devious lot. I have been sent chasing after a cloud which had no lift, and then told to "Sort out the circuit". Like a lamb to the slaughter, I went back to high key point to start an 'ordinary' circuit but, of course, by the time I got there I was too low and had to improvise. How gullible can you get? But, again, it was a very valuable lesson.

For me, learning to fly has not been easy. It's often frustrating when something just won't come right. Sometimes, when I've done something stupid I just want to crawl into a hole, but never ever have I wanted to give it up.

From early September I took a further 37 launches, five of which were during our most enjoyable week at Aboyne in October. None of these flights could be described as 'normal'. They included: extremely turbulent aerotows; a real wave off at 800'; encroaching Aberdeen airspace (which involved a verbal rap on the knuckles for six very worried pilots); a spectacular wave flight to just under 12,000'.

My final flight at Aboyne was one I have not been able to live down! It was another end of-the-day flight, and the sun was low in the sky. My sun glasses were so steamed up with the effort, I had to balance them on the end of my nose. Trying to land on a piece of tarmac which seemed no more than two feet wide, with all my lousy landings hanging over my head, I was expecting to hit the deck with a thud as usual. However, I was so surprised that it was a 'smoothie' that when my instructor advised a bit of right rudder,

I was expecting to hit the deck with a thud as usual

I pressed hard on the left, and took the glider off the runway. Thus proving that not only do I not know my left hand from my right hand, but that the problem had spread to my feet!

I began to get increasingly concerned about my flying abilities when other people were getting mentions in the *S&G* for their flying achievements and all I could manage was "Thanks for a successful Bar-B-Q".

One day in mid-September I managed to get four flights in one day. We did quite a bit of work getting various exercises signed off, but the stumbling block was always my round-outs and landings. On that particular day I knew that going solo was the issue, and my stomach was in turmoil with nerves; I couldn't trust myself land well. At the end of the day, by my 55th flight, I had not flown solo; but the instructor's comment in my log book was "Demonstrate two good landings". For my own peace of mind I wanted to do three, before *I* would allow myself to be 'let loose'.

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Those three landings were to elude me for quite some time. The next twenty-two flights were mainly sheer frustration. At times there seemed no sky above 1,000' as all I appeared to be doing was circuits and landings, and lousy ones at that. During this episode the support I had from instructors and other club members was fantastic.

My feelings ranged from "What the hell" to choking back tears

Their words of encouragement were very special; my feelings ranged from "What the hell" to choking back tears. Giving up was not on my agenda, but I felt so much in a rut that there seemed no way out.

Then, one day, the duty instructor turned up looking very ill, ashen in fact. I wanted to be signed-off for spinning, so up we went. In fact we managed five spins and recoveries (three to the right and two to the left) before P1 said he really thought we ought to go down, *now!* We still had to lose height so I suggested doing some stalls; P1 did NOT think this was a good idea, and added that he would really appreciate a gentle landing. Receiving the urgency of the message loud and clear, and not wishing to have a neck full of vomit, I put my heart and soul into the landing. What do you know? It was, as they say 'a greaser'. About an hour later, I did another good landing and knew I had cracked it! I was offered a chance to fly solo that day, but refused it! Darkness and rain were closing in, and I wanted that third good landing, for me.

The morning came and all I wanted to do was get down to the airfield and get on with it. At this point I told Gerry that "Today I would be going solo" and I was trembling already. True to form, Gerry's unfailing support was there again, all the stops were pulled out to get down to the airfield.

Now it was time to go it alone!

I was given clearance by the duty instructor to go for my third good landing. This would really be the test to see if I could still land well after a break. Yes! I could! It was fine! Now it was time to go it alone!

I remember feeling incredibly calm while walking the glider back to the launch point, knowing that I was ready to go! Doing the pre-flight checks, closing the canopy and getting hooked on were all fine, but my heart started to thump as we set off, and so it was all the way to 2,000'. What happened from here was down to me.

To break the silence I recited the poem "High Flight". which has always inspired me. I did one or two turns, but mostly I sat there above the airfield looking down. The feeling was very serene and peaceful.

When it was time to come down everything was great. My round-out was fractionally late but, I think, acceptable! The next one, a little later in the day was much better!

The beer in the clubhouse never tasted so good, and it was a real pleasure to buy a round to thank everyone for their support and encouragement. I was still on a "high" a week later.

So the door has been firmly closed on my fears of claustrophobia, of heights, and my uncertanties. The summer of 1999 is here, and now the learning really begins!

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Air Sports International

The April issue of *Air Sports International*, the magazine of Federation Aeronautique Internationale, is now on the net at: http://air-sports.fai.org

March was an exciting month for air sports. The last great record, ballooning round the world, appears to have been broken! The record is now being homologated and we will post an update as soon as we have the result. In the meantime we have a story on the attempt, written by Malcolm Browne, a professional journalist.

We also have in this issue a very thought-provoking article by Allen Ash about safety issues. Safety is a subject that is dear to the hearts of all aviators.

Gordon Hoff gives us a guide on Aviation Career Education.

Finally, we have a story by Ross Scherer on the 13th World Precision Flying Championship.

–Atul Dev, Editor-in-Chief

Ballast!

Non-venting wing-ballast bags and a tail tank

Tillmann Steckner emigrated to Canada in 1953. He started flying at the age of 57 and within four years had completed all three diamond tasks

Over two years now I started flying an LS6b which has non-vented ballast bags in conjunction with a tail tank.

Ever since then I have been the target of gratuitous remarks from my fellow pilots who fly ships equipped with wing tanks. Granted, it is more convenient to ballast such gliders, but the advantages are not entirely on the side of my detractors! You can always replace a leaking bag, but try to repair an integral wing tank which can no longer 'hold its water'.

I know of some cases where, even without any collision damage, straight seepage lines appeared along the undersides of the wings. There must be some reason why over millions of years vertebrates did not evolve to carry the contents of the bladder in the fragile cavities of their bones. Imagine if you suffered a stress-fracture or a break: drip, drip, drip... Ballast bags leave the designer free to conceive the wings purely as a flexible airfoil structure.

On the other hand, vented ballast bags (all replacement bags are of this type) undeniably pose certain problems:

1. They require that the residual air trapped in the empty bags be evacuated before filling them. If this is not done, it will not be possible to fill them to capacity, or for that matter, to fill them evenly.
2. As atmospheric pressure decreases with altitude, if the aircraft is taken above 10,000' msl (where the pressure is 4.6psi lower than at sea-level), the wing bags might rupture.
3. If too much water pressure is applied to the bags during the ballasting operation, it may not only burst the bags, but it can cause severe structural damage to the wings. With a normal water line-pressure of 60psi, the total force exerted against the inside of a wing can exceed 25,000 pounds!

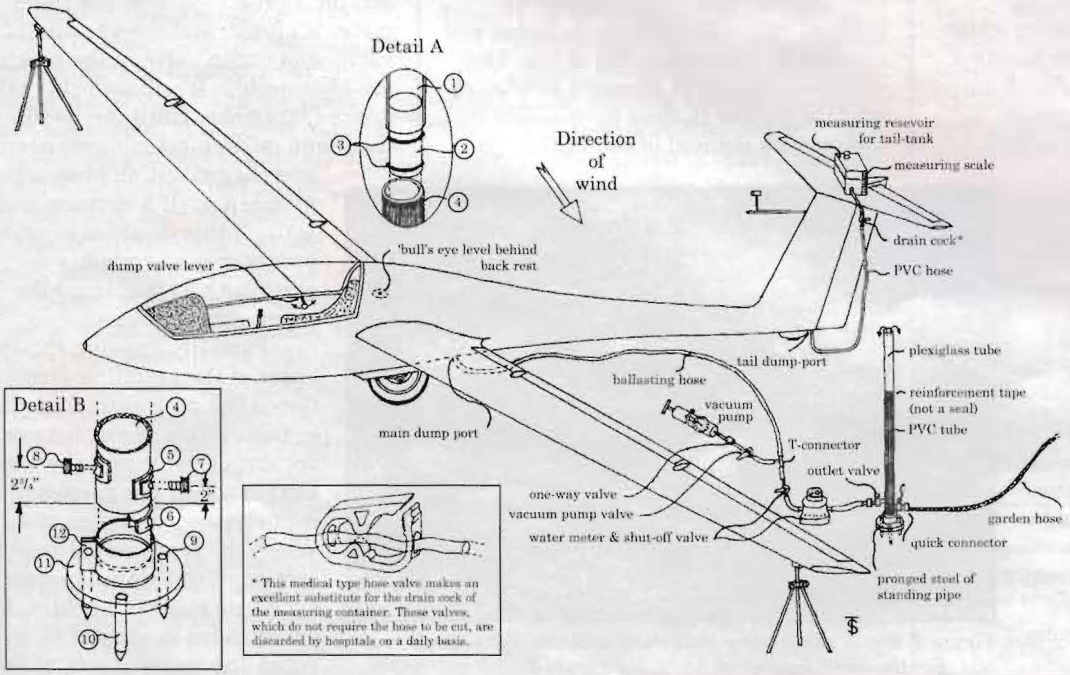
While this particular piece of knowledge is nothing new, the fact remains that a number of gliders get badly damaged each year, because their owners inadvertently exceed the pressure their ballast systems were designed to withstand.

I watched a friend of mine ballasting his glider, an LS6, which he had owned for eleven years. For three main reasons I decided that his routine did not suit me:

1. a) To place an airmattress on top of a car, fill it with water from a garden hose, and then transfer the required amount of water to the ballast bags, is a tedious procedure.

b) Driving personal cars into the rigging area is not allowed on some airfields and besides, if the ground is soft, one can get hopelesly stuck. (Storing and lugging around heavy water containers and then funneling their contents into the aircraft is not to my liking either.)

Figure 1. Schematic of a pressure-regulated ballasting system for sailplanes with non-vented wing-bags



Parts List

1. 23" plexiglass tube 1⅞" outside diamater (OD), 1⅝" inside diameter (ID).
2. 4" copper pipe, 1⅜" OD", protrusion 4".
3. 2 neoprene O-rings, 1⅜" OD, 1⅛" ID.
4. 46" PVC tube, 1⅞" OD, 1⅝" ID.
5. 2 PVC reinforcement patches: one 2¾"x1½", and the other 1¼"x1¼".
6. PVC reinforcement patch cemented to inside of PVC tube (there is also one on the left hand side, not shown).
7. adaptor for inlet port (must be made of metal)
8. adaptor for outlet port (must be made of metal)
9. Hole for the base prongs (drill size ¼", tap size ⅜"-16.
10. Base prongs 3½"x⅜" (length of thread at upper end is equal to the thickness of the base flange.
11. Steel base of standing pipe (see text).
12. adjustable clamp (part of base assembly).



Figure 1b. *The tail ballasting equipment shown in the drawing of Figure 1. Note that the standing pipe was placed closer to the glider than is advised in the text in order to 'concentrate' the various components of the system for illustrative purposes. Also note that the standing pipe is positioned downwind of the aircraft (as indicated by the red flag attached to the total energy probe) to prevent any water overflowing the top of the standing pipe to splatter the glider.*

2. Tests showed that the empty wing bags may contain more than 40*l* of air. The sucking of such a high volume of putrid, moist air by way of mouth is strenuous, as well as unhygienic. In fact, as the water left behind after dumping will produce fungi and bacteria, this practice can cause serious illness. (An airframe technician, who recently replaced a pair of wing bags on his own ship, told me that their insides looked "like the bottom of the ocean"!)
3. a) Some gliders equipped with a tail ballast tank require, as does the case at hand, that the latter be filled prior to fitting the tailplane. This badly interrupts my well-established rigging procedure.

b) Since the opening of the dump valve causes the tail tank to be emptied first, it makes it very difficult to change the amount of ballast shortly before take-off should a sudden change of flying conditions require it.

An additional problem arose from the fact that the particular LS6 model in question does not permit the ballast to be balanced around the roll axis by holding the wings level for a while. In this situation the heavier wing must be raised high above the lighter one in order to dump the excess water. This requires the tailplane to be removed again to replace the water lost through the tail-dump port. It is then anyone's guess as to how much one should compensate for the unknown amount of water drained from the heavier wing.

All these considerations led me to design a practically fool-proof method to fill non-vented ballast bags with a garden hose which, while not new in basic concept, nevertheless incorporates various novel features which make it very convenient.

The operation of this system will be explained by way of example: Referring to Fig.1 (see previous page), the fully rigged glider is parked within reach of a garden hose and its wings kept level with two wing-stands. The standing pipe is positioned roughly midway on an imaginary line drawn between the nearest wing tip and the tail of the glider. In the case of the pipe being pushed over accidentally – an most unlikely event (as it is firmly spiked into the ground by means of 3 large prongs) – this will place it well out of harm's way. On windy days put the pipe on the downwind side of the glider so that the overflow does not splatter the aircraft. The standing pipe, which is connected to the garden hose with a quick-connector, serves as a pressure regulator. If too much water is supplied, the excess will simply spill over the top. The pipe is stands 69" (175cm) tall, which places its upper end about 3' 4" (1m) above the wings. This will limit the water pressure to a maximum of 0.1 bar (1.4psi) as specified in the owner's manual of the LS6b.



Figure 2. Detail of the wing ballasting equipment discussed in the text. For the identification of parts, see Figure 1.

The outlet valve of the standing pipe is connected to the water meter with a clear PVC-hose. It is prudent to write down the old reading of the meter before starting the ballasting operation. However, I prefer to reset the meter to zero as part of the "after-flight-chores" using a vacuum cleaner. (Even a cordless one will do.)

The outlet of the water meter, in turn, is connected to the large ballasting hose which feeds the water into the ballast bags. Before turning on the water, the residual air, still trapped in the ballast bags, needs to be evacuated. For this purpose we connect the vacuum pump to the ballasting hose as shown in Figs 1 & 2. To allow quick disassembly and storage of these components, no hose clamps were used on either the water meter or the vacuum pump.

The pump seen in Fig.1 was originally used to inflate a dinghy. All that was needed to convert it to a vacuum pump was to reverse the cup seal of its plunger. (The much smaller foot pumps used to inflate air mattresses have insufficient volume to be effective.) The pump referred to above has a displacement of 750cc.) The one-way valve seen attached to the hose of the pump is an adaptation of a vacuum booster valve of a Ford power brake (part No.DOA 223 65-A). The valve prevents any air being pushed into the system during the return stroke of the reciprocating hand-pump. The vacuum gauge attached to the pump is a nice feature but, as we shall see, it is not essential.

To begin evacuating the residual air, the shut-off valve at the water meter is closed, and the vacuum-pump valve, and dump valve in the cockpit, are also opened. It will probably take around 60 strokes until the handle of the pump offers increasing resistance and the ballasting hose begins to collapse. (If a vacuum gauge is used, this decrease of system pressure can be readily observed.) At this stage the pump valve is closed.

Partially opening the inlet valve of the standing pipe floods the pipe and purges the entire system of air, between the outlet valve and the water tap (to which the garden hose is connected some distance away). When the transparent upper section of the standing pipe shows no signs of bubbles, the outlet valve is opened as well. When the water starts to flow

into the ballast bags, the inlet valve of the standing pipe is regulated in such a way that there is a slight, but constant overflow as illustrated. As soon as the water meter indicates the desired amount of wing ballast, we first close the dump valve in the cockpit, and then the inlet valve of the standing pipe.

If the wing bags are filled from the main dump port at the bottom of the fuselage, there is no apparent reason why the tail tank can't be filled in a like manner using its dump port aft of the tail skid. This eliminates the aforementioned problems associated with filling the tail tank before the tailplane is installed. All that is necessary to accomplish this is a two-gallon water container placed on the tailplane as shown in Fig.1. To fill the measuring reservoir for the tail tank, its cap is slightly loosened and the drain cock opened. (If the reservoir has no filler cap, a tiny hole pricked into its top will allow for the necessary venting.) The free end of the hose attached to the reservoir is lowered into the standing pipe by a few feet. After closing the drain cock, the submerged hose can be raised again to lift the water now trapped in the hose well over the top edge of the standing pipe. At this point the measuring reservoir is placed on the ground and, once again, the drain cock is opened. This allows the water in the standing pipe to be syphoned into the reservoir. Obviously, the inlet valve of the pipe must be opened a crack to make up for the amount of water being transferred.

To measure the amount of ballast water, the reservoir is provided with an inverted scale. The highest point on this scale is marked 0*l* and the lowest point at the bottom of the reservoir should be the equivalent of the maximum allowable tail-ballast loading. When the water level reaches the zero mark the drain cock is closed and the reservoir placed on top of the tail plane. To ensure that the reservoir does not slide off the tail plane, a 'Rubbermaid Grip Liner' can be positioned on the tailplane (or glued to the bottom of the reservoir). The free end of the hose is now inserted into the small dump port of the tail ballast tank. Like a hospital nurse administering an enema, we can now fill the 'rear end' of the glider with just the right amount of ballast! (Fig.3) In the event of there being any leakage at the point of hose insertion, a small wad of caulking compound or chewing gum will stop it.



Figure 3. *Cal Gillet (see acknowledgements) controlling the water flow of the measuring reservoir by means of the in-line drain cock of the small hose. The end of the hose is inserted into the tail ballast port.*

How much water is needed in the tail tank to achieve the proper balance of the ballasted glider? The answer should be found on a large chart in the owner's manual, or simply by using the formula (litres of wing ballast) divided by (2x11). The two-step division is easier to do in the head than dividing by 22.)

With a wing ballast load of 122*l* (122kg),we would reach the maximum capacity of the tail for an LS6b, which happens to be 5.5*l*. Needless to say, if the ballast load of the wings exceeds 122*l* or kilograms, additional counter balancing is no longer possible, and the formula no longer relevant. While the same principles are probably applicable to all gliders, the formula should, nevertheless, be checked against the manufacturer's specifications.

With the ballasting operation completed, the dump valve in the cockpit must be closed before the equipment is removed. In the event of flying conditions changing, the equipment can be reconnected in order to adjust the ballast load. If the wing ballast needs to be reduced, it should be noted that the water meter runs just as easily backwards as it does forward. That the same applies to the measuring reservoir is self evident.

To ensure even ballasting around the gliders roll axis (the LS6 is not equipped with an equalizer port), I now use a 'bull's eye' level mounted on the wing spar shelf behind the pilot's seat (see dotted circle in Fig.1) in conjunction with two wing trestles.

A brief description of how the ballasting equipment was stored in the clam shell trailer of the LS6 is in order: With the pronged base of the standing pipe removed, the standing pipe is attached to the left side of the upper clamshell frame with a long piece of bungy. Although the plexiglass tube of the standing pipe can be detached from the lower PVC-tube like the two sections of a flute, it is not necessary to separate the two parts for the purpose of storage. The ballasting hose, save the water meter, was fastened to the right side of the trailer in an analogous fashion, except several mini-bungies were used instead of a larger single one. The measuring reservoir, the water meter and the base of the standing pipe are kept in the storage hatch of the trailer. To prevent the three pointed prongs of the base causing any mischief, they are inverted so that the base can sit flat on its bottom. Also note that for the water not to run out of the bottom of the standing pipe, it was plugged with a round piece of heavy plexiglass. Limitations of space did not allow this part to be shown in the diagram.

The ballasting equipment described in this article was manufactured with basic tools. The project requires no special skills, nor need it be expensive. Using standard parts and materials – some of them used – the writer spent around $75 to complete it.

In closing, I wish to thank Cal Gillet, a fellow glider pilot and good friend who helped in many ways. I also proudly acknowledge the help of my two-year-old twin granddaughters Emma and Julia; they were untiring in putting the finishing touches to Grandpa's 'rough draft'. As in soaring, life in this chaotic world still holds its unspoiled pleasures.



Figure 4. *The measuring reservoir on top of the tailplane of the LS6. A slightly different and more practical method of marking the inverted scale, seen here on the right of the container, is described in the text. Also note the grip liner, just visible at the lower left corner of the bottle.*

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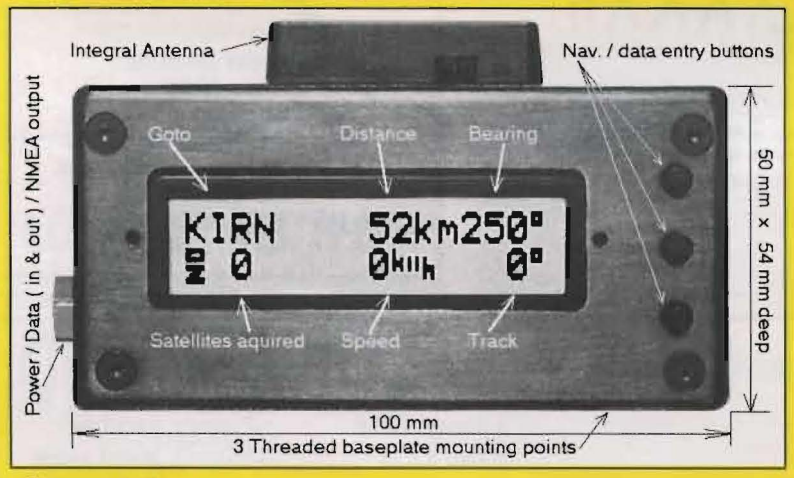
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Pilots, Planes & Privvies

by Chicken Little, a good friend of Robert Leve from Conneticut, USA

Old Aviator Proverb:
If you soar with the hawks by day,
be sure you roost with the chickens at night

When I began my flying career 38 years ago I never dreamed the most important problem I would be facing was how to find appropriate lavatory facilities in a narrow ASW 20 cockpit.

Back then I was a 22-year-old first lieutenant, proud of the fact that our Uncle Sam gave me eight months of training and one of Igor Sikorsky's largest helicopters to windmill around the sky. The H-34 could stay aloft for a bit over three hours before I and my co-pilot decided we'd better land, as our commanding officer took a dim view of young pilots running expensive helicopters out of fuel. After landing, my crew chief, Sgt. Fields, put another 278 gallons of expensive 120 Octane in the tank and we were ready to take off and burn more tax-payers money.

Three hours is not a great length of flying time so I never realized that as the fuel tank was emptying my bladder was filling. In the rare event that a call of nature overtook me while flying there was a funnel attached to a rubber tube situated comfortingly near my left leg that vented overboard. The only time I took much notice of the funnel was the memorable flight when a sweet young medical evac nurse put it to her ear in an effort to hear what the pilot and co-pilot were saying. My kindly crew chief stopped her before she got it to her mouth and tried to talk into it.

When I began flying gliders cross-country about three years ago my only anxiety concerned where I was going to find thermals and how I was going to stay inside them. This morbid fear of sink, and single-minded reluctance to venture far from any thermal I encountered, was so powerful that I warmly embraced every thermal I met and circled them up to the very last five feet of lift. As a result I probably flew the slowest 300km Gold distance on record, finishing the task in almost seven hours (that's slightly over 25mph) and landing with the setting sun. Needless to say there were a number of impatient club members waiting for my return, but I ignored their irritated congratulations and sprinted over to a nearby bush to fertilize the local flora with more than a sufficiency of liquid plant growth. I think the first dim recognition of the relationship between fuel tank and bladder tank occurred as I walked away from that bush. No longer could I count on a declining fuel gauge to land me near a ground-based toilet. That luxury was reserved only for those with engines. My engine was the God-given sun and on a good day it would not run out but, in a biblical sense my cup could runneth over.

Sensing I had a problem, I sought out the Three Sages of Soaring for answers. The Three Sages of Soaring are grey haired aristocratic pilots who hold court about our glider field pretending, or assuming, they have more flying-time than I or any other pilot who consults them. These Prophets of the Ramp dispensed wisdom that centered on two concepts. A glider pilot can never drink too much water and a pilot must 'wee-wee' copiously and often. With a little reflection on my high school algebra I developed the following equation:

$$D = W + S$$

(Drinking equals Wee-wee plus Sweat)

Unfortunately, a simple transposition of the equation becomes:

$$W = D - S$$

(Wee-wee equals Drinking minus Sweat)

I found this equation upsetting since I doubted that even my best airborne panic spells could result in litres of sweat equal to what I drank. That meant there was a good bit of wee-wee to account for.



I had no problem with the drinking part so the very next day I purchased a large Camelbak water bottle. That allowed me drink like a camel, but being unsure of a camel's urinary practices I returned to the Sages for advice on the wee-wee part. Their warnings were grim. First they harshly warned that one's flying skills would deteriorate with a full bladder. I didn't understand this bit of logic since my bladder is well below my brain and so long as I kept my head erect, my brain would be the very last part of my body to become waterlogged. However, one never questions Sages, so I didn't. Their second and more serious warning was that, in the event of a crash, the velocity of my overfull bladder would cause it to burst. Since the human body is 97% water anyhow I didn't see why an increase of 3% bladder-water would achieve a significantly increased velocity over my other internal organs. However, Newton's ideas on relative motion are rather fuzzy in my mind, and the thought of my bladder remaining in motion while the rest of my body came to rest was sufficiently disturbing for me to accept their warnings.

Sitting at the feet of the Sages I asked how I could relieve myself in an ASW 20 cockpit designed for the human version of a flying sardine. Each gave a different answer to my problem. The first Sage said that I should install a rubber tube in my cockpit that ran from a position between my legs out to the undercarriage door. That way I could relieve myself as often and as completely as I wished. This seemed a good solution until I reflected on the fact that I had just paid for a shiny new gel coat job and the thought of urinating on $12,000 worth of new white fuselage was too much for me. Besides the resulting yellow streak down the bottom of my ship might be a colourful confirmation of my suspected airborne cowardice which I did not wish to proclaim publically. I did not take this advice!

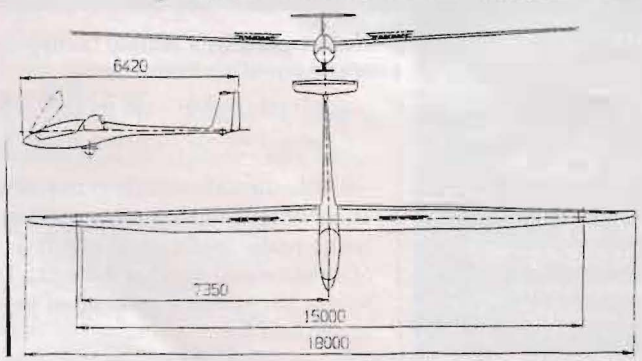
The second Sage confidently recommended the use of a Ziploc Baggie. You just go in the bag, seal it, and dump it out the canopy vent. Piece of cake. This method appealed as it seemed simple, cheap, and protected my expensive gelcoat. I did have vague misgivings as even in the comfort of my kitchen I never seemed to be able to get Ziploc bags to close on the first try. However, I purchased the Baggies and decided to practise on the ground. I'm glad I did. First, I found that the control stick occupied the place where the Baggie was to go. Second, I noticed that the Baggie and the lower portion of my body was higher than my waist. Even my rudimentary knowledge of physics showed that I was trying to make water flow uphill. Not only did I realize that this required powers beyond my ability, but it brought back an upsetting incident from childhood.

One day three of my pre-adolescent friends and I were wandering about, bored as usual, and looking for some way to get into trouble. In a moment of inspired brilliance CR (names are withheld to protect the innocent) challenged us to urinate over a low lying branch. Three of us adopted the outside loop method and standing close to, but not under the branch, failed to achieve the needed altitude. In his effort to achieve the admiration of his friends and pre-adolescent glory, CR adopted the inside loop method. He manoeuvered his body under the branch, aimed upwards, and fired away.

CR was not the not the brightest among us and certainly his knowledge of physics was flawed. Actually, his knowledge of trajectories and acceleration was excellent, but he had failed to consider the unyielding effects of gravity. The long stream of yellow liquid looped over the limb with the grace of an Olympic pole vaulter. It then descended like a perfectly-aimed laser bomb into his right eye. I won't try to describe CR's frantic efforts to escape his own line of fire other than to say it was memorable. He did achieve his sought-after glory because forever after he was known as the kid who peed in his own eye.

However, I put aside this warning from my childhood and, with my glider parked in a secluded spot, tried to fill the appointed Baggie. After many bodily contortions, using both hands, and in the time of seven minutes and thirty-two seconds I managed to fill and seal the bag. At that point I realised that I would have to let go of the control stick and focus all my attention inside the cockpit for that period of time. Even a quick mental calculation told me that I would either hit the local ridge, spear a passing glider or find myself in what is referred to as an unusual attitude. As if that weren't enough of a deterrent, I now had a good-sized bag of yellow liquid in my cockpit which had the potential to do harm if it remained cloistered inside my ship. I remembered that Sage Number Two had said to chuck it out the canopy vent. I am not a card carrying member of the Green Party, but the thought of littering the landscape with flying yellow-baggies was disconcerting. I had visions of well-dressed couples strolling on a Sunday outing or happy families enjoying a woodland picnic being interrupted by exploding bags of urine. I thought of a child's reaction to such an event, frantically running to his parents and telling them that the fairy-tale about Henny Penny was correct: the sky was falling down. In the face of these difficulties and not wanting to create emotional

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problems in small children I rejected Sage Number Two's advice.

Sage Number Three had the most sophisticated advice. He proposed the catheter and bag method. On his instructions I went to a local chemist and purchased an external catheter and a urine bag. I immediately saw the advantages to this system. It was medically sound, was a completely closed system, no hands were needed to operate it, and no bombs would descend on my earthbound brethren. This was the system for me. Delighted with my new purchase I decided to give it a try. Unfortunately, I did find a few difficulties.

Studying the external catheter I discovered that it is really an intentionally defective condom in that it has a wide hole in the top. I accepted this bit of seeming contradiction, but then discovered the second problem. It obviously was put on like a condom, but condoms are designed to be used in moments of high passion which produce a significant physiological change in the part where the condom goes. Trying to install this defective condom in moments of low passion is a new experience to the uninitiated. I can only compare it to trying to force too much play dough into too small a container. But, after much effort I succeeded in properly positioning the catheter and hooking it up to the tube which was connected to the medical urine bag. I took off, ready to try my new plumbing.

Since it was a day with great lift I toured the local area waiting for something to happen. Nothing did so I decided to help things along by drinking ever increasing amounts of water. About a half hour after emptying a large Camelbak, I began to feel a familiar discomfort. Another half hour and I was ready to try my new system. At that point I discovered a serious problem. Though my mind was ready my body decided that relieving itself with my feet higher than my middle was problematic. Never having used this position before, it decided to shut down. At first this was only annoying, but by the third hour I decided that I had happened upon a method of medieval torture that would have brought joy to the cold hearts of Torquemada and his band of Spanish Inquisitors. By the fourth hour I was facing imminent renal failure and thought about trying to land in a field adjacent to the local hospital emergency room. I also noticed a marked deterioration in my flying skills. Other pilots seemed to leave thermals as quickly as I entered with what can only be described as speeds approaching V_{ne}. However, my persistence achieved success and at four hours, twenty-four minutes, the flood gates opened. My joy and satisfaction can only be imagined.

Unfortunately, my happiness was interrupted when a quick glance at the urine bag showed that it contained no yellow liquid. This confused me as I wondered if I had discovered a violation of Einstein's law on conservation of matter. Quickly unzipping my trousers I saw that the tube leading between the catheter and the bag had a kink in it and the catheter was now filling, slowly, but inexorably, like a hot air balloon. Horror gripped me as I watched the bag grow larger and larger. I grabbed for the tube to fix the kink. It released and immediately kinked again an inch closer to the catheter. I tried to stop urinating, but my body would have none of that. Even the British Army Engineers know that a spring flood tide on the Thames cannot be stopped.

Words alone cannot capture the panic and despair of those few seconds. I tried to hold on to the ever expanding catheter while still trying to fly, but nothing helped. As I watched the catheter grow, thoughts raced through my mind. First, I wondered if the coefficient of expansion was large enough to hold the contents of my bladder. Then I wondered what it would be like to fly a glider with a large bag of liquid attached directly to a very sensitive part of my body. I need not have wondered. The whoosh I heard might have been the sound of the catheter bursting or a terrified moan escaping from my own lips. I'm still not sure. I am sure of the helpless feeling I felt as I watched small droplets of yellow liquid speckle the cockpit and instrument panel while the remainder drained slowly through my trousers into the seat pan. Needless to say I did not continue the flight. I landed and began the unhappy job of washing me, my clothes and my glider.

I imagine that some people might give up soaring in the face of such an experience. Others might limit themselves to shorter flights and miss out on the joys of long cross-country journeys. I am made of sterner stuff and have not admitted defeat. I have purchased what the local medical supply store has assured me is a kinkless tube which I have hooked up to the remainder of my airborne plumbing. Although I have now carried this system with me on every cross-country flight for the last three months, it has remained unused. I do try my very hardest to use it, but I find that my body refuses, and is uncompromising on the subject. Evidently, the trauma of my unfortunate experience has caused my bladder to seize up at the very sight of a glider, and I begin to doubt that I will ever achieve urinary success in flight. I have thought about consulting a psychiatrist on this problem, but I am afraid that I'd be laughed out of his consulting room when he enquires "Now tell me about your problem".

In my present dilemma, I seem destined to develop the strongest bladder in the soaring community. Until this happens I fear that my deteriorating flying-skills may be a danger to other pilots so, as my contribution to soaring safety, I have decided to adopt a warning. At meaningful intervals I will announce on the radio the length of time I have been aloft, preceded by the warning, PILOT IN DISTRESS.

However, be advised that in the interest of decorum I will refuse to answer direct radio queries concerning my urinary status. Even Chicken Little has some pride.

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This new aviation magazine published by the British Gliding Association and The Soaring Society of America, Inc, edited by Gillian Bryce-Smith, longtime editor of *S&G*, will give sailplane pilots something to read on the months they are deprived of *S&G*.

The fourth issue has much to entertain.

There is an out and return trip from Texas to Alaska by two ASH-26 pilots. We finally find out if Guy Westgate makes it home after his wander round Europe in his DG-400.

Tom Bradbury concentrates on wave in his series of Weather Wise articles. Jochen Ewald tells an inspiring story of how a man took 15 years to build a motorglider he was never able to fly.

Derek Piggott starts on a three part series on Motorgliders as Trainers, while Billy Singleton from America joins Jack Alcock in the Learning Curve slot, seeing what pilots can gain by looking at accident details.

Dickie Feakes evaluates flight recorders while Peter Wright writes about his plans to put an engine in an LS-8.

Stan Nelson gives an idea of the state of motorgliding in the USA and the magazine features a visit to the Schempp-Hirth factory in Germany.

And we start a new feature, asking pilots why they like their sailplanes. Jean-Pierre Milan from France kicks off with an article about his Ventus 2CM, the glider on the cover photographed by Jochen.

We welcome contributions and hope you will help us build a magazine which gives you a good, interesting read. Please send articles and photographs to Gillian Bryce-Smith at 281 Queen Edith's Way, Cambridge CB1 9NH, England (tel (0) 1223 247725, fax (0) 1223 413793 e-mail <bryce.smith@virgin.net>. Please back up fax and e-mail with hard copy and, if possible, send a Mac disc or one in ASC11 format.)

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Club News

Material for the next *Club News* can be sent to the editor before the **10th June** Email: le@blot.co.uk (preferred) Post: PO Box 2039, PULBOROUGH, West Sussex RH20 2FN (disk or *crystal-clear* hardcopy). **Please do not fax *Club News***

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Anglia (Wattisham)

We have had a brilliant start to the soaring season, with four new solo pilots, two of whom came from our first Initial Gliding course. We have recently received a new Astir CS 540 from the RAF In exchange for our K8 R42. Congratulations to Andy Hill on completing his SLMGPPL and to Keith Hill and Mike Langton for the completion of their Basic Instructor courses.
W. Jones

Angus (Drumshade Farm)

Gregory Joiner celebrated his 16th birthday when he flew solo. Gregory has been training with the club for the past year and had been more than capable of flying solo for quite a while. Flying runs in the Joiner family; Gregory's father Les is a former CFI here and his parents met on the airfield. Les also flies at Tayside Flying Club and has a PPL.
Colin Wight

Aquila (Hinton in the Hedges)

Our Business & Marketing Plan is completed. One vital project is to build a new workshop, but we're not ignoring the quick gains, such as a much more active social programme through the summer.

We'll be operating seven days a week in July and August, with task weeks, visits or courses planned for most weeks. Call me on 01908 562592 if you'd like to visit us – you'll find a friendly welcome and no daily membership-charge to members of BGA clubs.
Mel Eastburn

Bannerdown (RAF Keevil)

Club members have completely restored the K8b DTN (with parts from EAZ), the glider is finished in a striking shade of red. DTN proved its worth by flying our first badge flight of the season on 11th April; Rick Fretwell went along for the ride to Lasham, or rather, a field one mile short where the glider played hide and seek with the retrieve crew as darkness descended. Other progress includes two Bronze badge completions (Shaun Wickham and Julian Cooke) and two new solo pilots (Ken Beaton and Chris Lear).

On the equipment front we now have our two Tost winches in operation, three retrieve vehicles and, the *piece de resistance*, our bus replacement is a luxury coach converted by Bob Smith.

A three glider expedition is off to The Mynd on 18th April.
Keith McPhee



Tug in chic: Cleveland's colour-coordinated Tug and pilots

Bidford (Bidford)

Congratulations to John Coultard on flying solo at last. Paul Turner has achieved his Basic Instructor rating, and Nigel Howard his Bronze badge.

Our new Puchacz is on order, and scheduled for delivery early in July.

While cleaning out the hangar, a number of members found a Slingsby Swallow, in rather fetching blue and yellow behind a pile of old tyres. A syndicate has been formed with fourteen members eager to try vintage flying. A challenge cup is up for grabs for the furthest free-distance flight. Declarations so far include The Isle of Wight (or was it the Isle of Man) and Yarmouth beach.
John Watson

Booker (Wycombe Air Park)

Congratulations and best wishes go to our two British Team Members in the World Championships, Al Kay and Tim Scott. Dave Watt is currently first on the reserve list.

We have upgraded two of our K-13s; one now has a cloud-flying canopy modification for training, and another with crotch straps for basic aerobatic training. The K21s are used for more advanced aerobatics.

In amongst all the competition flying we must not overlook the Vintage "Whispering Wardrobes Rally" (June 19-20), to be followed by two competitions in July. Recent visiting demonstrators include the Alliance 34 and the PW5. The ASW27 UK demonstrator is based here.
Roger Neal

Borders (Milfield Wooler)

Our new workshop has seen a flurry of activity with C of As for the thermal soaring-season, now that wave flying has almost finished.

Our neighbours at Northumbria GC drew "first blood" when one of their members arrived in his Pegasus to ▸

Club News

claim the first cross-country flight between our sites for the new trophy.

Our web site has been updated with the 1999 calender of events.

Remedial work on site drainage has been completed and has been tested well with recent wet weather.

Roger Partington has been working hard on building a substantial picnic table and barbeque for our club "garden area" for balmy Northumbrian evenings (we do get them this far North occasionally!) Roger has also completed his conversion to Tug flying.

Our trainee SLMGPPL Falke students are progressing well, and are now flying solo. Most will have completed the course by the end of the summer.
Bob Cassidy

Bowland Forest

The AGM saw a number of changes to the Officers of the club. The longest period of wet weather that anyone can remember has taken its toll on the airfield; we have been unable to fly here for many months. We are very grateful to both RAF Dishforth and the Lakes Gliding Club for the welcome they extended to us. A new field drainage system will be installed as soon as the field is firm enough to take the contractors' vehicles.

We have booked the BGA's DG500 for our Club Week in May, and hope to use it for some advanced soaring training.

We now have a web site at: http://www.users.globalnet.co.uk/~dlittler/default.htm
Derek Littler

Buckminster (Saltby)

During the winter our concrete runways allowed us to fly despite heavy rainfall, and we held a programme of lectures covering the Bronze badge and first aid.

The club fleet now consists of a refurbished K13, K8, Astir, two Puchaczs and a Falke Venture for SLMG training. Our new Skylaunch winch has been delivered and is working well, althoug the paint has been scratched already!

We will be holding an open evening in April to encourage new members to join us, and a club visit to Parham is planned for May.
David Brinkworth

Cambridge (Gransden Lodge)

Wendy Hathaway, Jane Whitehead, Richard Hardy, Julian Bayford, Robert Verdier, Andrew Jude & David Guest have all qualified as Half-cat. Instructors.

Paul Eastham and Richard Cameron from the University have now flown solo. Our best wishes for success to Sarah Harland who will be flying in the Womens Europeans in Poland. Our office is now open from Thursday through to Monday and is now run by Jan Ivory.

We hope to improve to our notorious entrance road and perimeter track well before the Regionals.
John Birch



Photograph: Colin Wight

Gregory Joiner being congratulated after his first solo by his instructor, Angus Chairman, Colin Wight. Gregory's father, Les, is pictured on the right.

Cambridge University (Gransden Lodge)

Inter-University Task Week 1999: CUGC will be hosting this fun, friendly, winch-launched competition at Gransden Lodge from Monday 30th August to Sunday 5th September. Entry is open to all university clubs, or individual students, in both wooden and glass gliders.

If you haven't got a single-seater or a cross-country qualified pilot, bring a two-seater and an instructor instead. For more details phone: 01223 324918 (evenings) or email: sc10003@cam.ac.uk

Total CUGC flying over the winter has again been greater than in previous years, and our Easter ab-initio courses have produced another three first solo-flights: Paul Eastham, Chris Lester and Richard Cameron.
S. Cranshaw

Clevelands (RAF Dishforth)

At the end of an indifferent winter wave-season, the early thermals provided convenient stepping stones to springtime wave; a couple of our visitors flew to Gold height. Spud Hallam was also spotted cruising down the North Yorkshire lenticulars in his new Discus 2, and congratulations are due to him for slimming down enough to fit in the slender cockpit!

After almost four years at the helm, Derek (Grinner) Smith has handed over job of CFI to Mark Desmond. Grinner takes over responsibility for Flight Safety issues from Pete Hackett, who is leaving.
Polly Whitehead

Cotswold (Aston Down)

The purchase of more farmland has enabled us to make a swap with the landowner for 24 acres of land next to our runway. This extra space provides us with an excellent landing configuration at both ends of the main runway, together with an improved layout for aerotow from the south.

We are bidding to become the fixed base for BGA coaching operations. We have made recent improvements to both our 140 acre airfield and our buildings; we have a new workshop, extended toilets and showers, new bedrooms and bunkrooms, a new kitchen and refitted bar.

A Citroen 2CV has been converted to a very effective, combined glider towing vehicle and fire truck. The roll-back roof has been replaced with perspex and the front doors and tailgate have been removed allowing much quicker access to the vehicle. Learning how to cope with the most unusual gear change is providing considerable challenge for a few of us!

As a result of Kemble becoming an active General Aviation airfield

they have applied for an ATZ. With the help of the BGA, we have objected to their application. The ATZ is not operational for the time being. Consultation on the matter, between the BGA and the CAA, is pending
Mike Shailes

Cranwell (RAF Cranwell)

Our AGM was held on 13th March and was well attended. The annual prizes were awarded, and the Chairman welcomed several new members on to the Committee.

One of our members, Arthur Docherty – son of Al Docherty – had his 16th birthday on the 25th March. Sadly, as the weather was not good enough to fly on that day, his solo trip had to wait until the 26th. On the 27th of March, Arthur completed the first leg of his Bronze badge with a flight of thirty-one minutes in our ASK 21.

On 3rd April Arthur converted to the Astir and completed the second leg of his Bronze with a 2h 2m flight! Arthur is to be congratulated on this excellent start to his solo flying and we look forward to seeing him complete his Silver badge this year!

Our first cross-country flights took place on 27th March and we anticipate many more during the rest of the year.
Peter Kingwill

Dartmoor (Brentor)

Over the past few months it has rained without letup, and the site has remained waterlogged and unusable. Morale, however, has remained high and many maintenance tasks, which were long overdue, have been keeping us busy in the place of flying.

A Landrover Safari and a second tractor have been bought and our second winch is almost ready to come on line again following a major refurbishment.

An AGM, Members meetings, Safety talks, prize givings and April fools have kept us sane, and with April providing a few flying days, we look forward to the promise of summer.
Guy Massey

Deeside (Aboyne)

Roy Dalling has settled in as our new Staff Instructor. A number of pupils have already completed 100km flights with him in our Puchaczs; several of these students were on their first trial lessons.

January and February gave a fair amount of snow, but Peter Walmsley and Brian Rogers flew solo. We now have all three tugs flying again and have a fourth syndicate tug based here.

Our first 1999 expedition pilots arrived from Essex during Easter and had several flights to Gold height. We have a full programme of events throughout the year. If you want to visit Aboyne during the summer, either for one of our courses or with your own glider, contact Roy Dalling at the club.
Ed Colver



Photograph: Peter Kingwill

Arthur Docherty receiving a briefing from his instructor, Jim Mills, at RAF Cranwell.

Denbigh (Lleweni Parc)

Denbigh Gliding Centre is now fully operational; we are open all year round on seven days a week. All past members and visitors are very welcome. With a sixteen-mile long ridge accessible from a winch launch, and Welsh wave to 30,000' we expect a flood of visitors!

The Director of Operations/CFI is John Dean, and Keith Lewis is Director of Finance and Management. We are providing training at all levels including field landings, and navigation, in the motorglider.

Why not spend some time in beautiful North Wales? John Dean can be contacted at the Centre, by telephoning 01745 813774 or 07971 870324.
John Oxley Dean

Derby & Lancs (Camphill)

We have twenty-one new "flying start" members gained after two recruitment evenings in March. We are allocating an extra glider and instructor at weekends to cover this.

One of our two Puchacz gliders is looking very smart having returned from Poland after being fully refurbished over the winter.

Apologies for giving the impression that the Camphill Vintage Gliding week is in May: it is actually at the end of June (see: *Calendar*, p.9).
Tamsyn Cook

Enstone Eagles Gliding Club

Club members' achievements are already mounting. Bruce Wainwright has flown solo, and completed a two hour flight on his seventh solo. Alan Jenkins has reached Gold height at Dishforth, and a number of members have re-soloed after extended lays off!

Anticipating a good season we have arranged *ab initio* courses in every month to October, and two task weeks from 29th May to 6th June and 17th to 25th July. The Club would be delighted to welcome visitors wanting to join us for the task weeks. Contact Alan Jenkins or Mike Weston on 01608 677461.

Entries for the ten-day Regionals, held between 21st and 30th August, are flowing in. Book now to avoid disappointment!
Alan Jenkins

Fenland (RAF Marham)

Congratulations are due to Tim Edmunds, for his first solo flight, and to Dave Wren for his first Bronze leg.

Padge and Don Johnstone have both completed their Full-cat courses. The LS8 has still not arrived.

The clubhouse has been completely refurbished, and Mark Pickersgill has been the driving force behind the work. Thanks also go to Richard Bowen, Tim Edmunds, Mitch Middleton and all the others who gave up so much of their time.
AJ Padgett

Four Counties (Syerston)

After an uneventful winter, during which model boating on the ▸

airfield might have been more appropriate than flying, the season is getting under way.

We've had just one false start. The Met Man's opinion, and the sight of the morning sky, had everybody rigged in double time; the weather slowly deteriorated, and our competition pilots gained valuable pre-season practice for 'grid squatting'.

At the AGM the chairman has been banned from speeches after historical characters were quoted! Noddy is now an Half-cat Instructor and Pete Dixon is a BGI. Paul Jones made his first solo flight. Dave Bromley flew his Silver duration. Richard Hood reached Gold height from a wire launch only to find that his barograph had died before he got there.
Chris Sheppard

Imperial College (Lasham)

After a slow start to the year in January we have had lots of activity and good thermal soaring since February.

Our annual dinner was held at Lasham on Red Nose Day. Excellent food (and drink) was provided by the Lasham catering staff, and an entertaining talk was given by Bob Bickers! Trophies were presented to Luke Rebbeck, Andy Holmes, Afandi Darlington, Pete Healy, and Martin Judkins (who won a brake cylinder for the worst retrieve).

Chris Smart converted to our Club Astir in early March, and now has two Bronze legs and his cross-country endorsement soaring-flights! Brakky Zewde has also converted to the Astir, and Nils Jamieson has flown solo again after a five-year break.

The Brunt gliding trophy is up for grabs again for 1999! The trophy is awarded for the best height gain by any full-time student (not just those who fly here).

To send details of your flights, or for more information, contact me by email (andy.holmes@gliderpilot.net) or write to me c/o Lasham.
Andy Holmes

Kent (Challock)

During the last weekend in March Brian Tansley used the two-day-old reduction of the LTMA to fly to Ringmer for his Silver distance.

At the AGM all the club officers were re-elected, and Chris Luton and George Costin joined the committee. Amongst the votes of thanks was one for Roger Neame, who has been with the club since 1956 and has given an unbroken 45 years of service managing the club's flying accounts. We will miss the characteristic green inked "Rogergrams" which were sent out when we underpaid!



Mike Bennett's daughter trying her hand in one of South Wales GC's gliders!

Our new Junior is rigged and ready to fly, and contracts for the building of a new MT workshop have been drawn up.

We have sold a considerable number of course places and look forward to welcoming Andy Beaty as resident instructor.
Caroline Whitbread

Lakes (Walney Airfield)

The worst of the weather appears to be behind us now and we've been taking advantage of the improvement.

Peter Lewis and Andrew Tebay, a pair of opportunistic midweek flyers, made the first notable flight of the year in the K21, getting to over 15,000' in wave and covering 130km around Whitehaven.

There have also been several days when the winds have allowed plenty of ridge soaring, and we've even had a few thermal flights!
Alan Dennis

Lasham (Lasham Airfield)

Congratulations to Bill Scull for his Silver Medal from the Royal Aero Club. This was presented to Bill (by HRH Prince Andrew) for his work as BGA National Coach, Director of Operations, Chairman of the Safety Committee, among other things.

Patrick Naegeli has been re-elected as Chairman. We have sadly lost, and greatly miss, Ted Lysakowski who was a respected committee member. Ross Stuart has retired from the Committee. Ian Godfrey and Mike Miller-Smith have been elected in their places.

Flying trophies have been awarded to Richard Abbott, Ian Godfrey, George Metcalfe, Martin Judkins, Alan Eckton, Colin Short, Paul Haliday, Tony Miles, Mick Wells, and Trish Williams. Pat Garnett won an award for his outstanding contribution to Lasham for his legal advice in connection with the purchase of the airfield.

We welcome Jim Duthie and Jed Edyvean as our staff instructors for 1999. Rupert Bailey, from Benalla, is our staff tug pilot for the season.
Tony Segal

Mendip (Halesland)

Lawrie Anderson came back on crutches from the club ski trip to California. At least he managed to get in a visit to Minden before the accident.

At the end of March George Lodge flew for five hours in his Dart 17R. We are pleased to report that popular Thursday instructor Joe Acreman is back in action after some unpleasant medical "mods".

The inter-club team is getting in plenty of practice and are confidently predicting another apperance in the National Finals.
Keith Simmons

Midland (Long Mynd)

The first cross-country of the year was a 225km in early February when Nick Heriz flew to Snowdon, Cader Idris, and back in wave. George Bongartz flew solo and David Rance reached Gold height. By the following day David's brain cells had re-shuffled themselves and he did it again, that time with a barograph.

Amongst the award winners at our Annual Dinner was Derek Platt who got well-deserved recognition for his services to the club. Andy Davies was our guest speaker. Our new 'billiard top' landing area is open and we are offering 25% off the full price of courses for the first two places booked by any BGA or MGC member. We continue to attract TV film crews, the latest being from Nantucket. They found a number of Dicks but no Moby.
R. Bailey

Nene Valley (Upwood)

We are approaching the end of the second year at our new site. Although we still have a lot of work to do, most of the major work has now been completed. Over the last two years members have learnt many useful new skills: swinging pick-axes, driving diggers and using jack hammers. We now have mains electricity, and should have mains water and hangar doors by the end of May. Work on the clubhouse is continuing at a steady pace. Thanks to good drainage our strip has remained usable throughout the winter.

We have started a recruitment drive to try and increase the club membership: a door-to-door leaflet campaign in the local area produced quite a lot of interest.

Congratulations to Paul Daly who flew solo over the Easter weekend, our first of 1999. Our annual open day will be held on Sunday 20th June.
Graham Woodward

Norfolk (Tibenham)

At our very enjoyable Annual Dinner Dance, trophies were presented mostly to Ray Hart, but also to Andy Volp, Ivor Orrey, Neville Harrison, Norman Clowes, Roy Woodhouse, John Waterman, and Sandra Bailey. Phil Morgan was awarded the Work Cup.

A working weekend, organised by the indefatigable John Kinley, was not well-attended, but achieved a great deal nevertheless. A lot of soaring flights have been made, including a Bronze leg in February, and a few early cross-countries.
Bonnie Wade

Northumbria (Currock Hill)

Our Cadetship Programme continues to produce good pilots for the future with three of them (Mark Stobo, Ian Plant, and Nicholas Fellowes) flying solo recently. They are already flying glass gliders and preparing for their Bronze badges. Mark Stobo has won an RAF Flying Scholarship.

The first winner of the new Hotspur Trophy for the 60km flight between Northumbria and Borders GCs is Martin Fellis, who found thermals from a winch launch and reached Milfield at 9,000' in wave.



Cadets Nicholas Fellowes, Ian Plant, and Mark Stobo who have recently soloed at Currock Hill, the site of Northumbria Gliding Club.

The club's website led to sale of our winch to Welland. Seven members sweated, strained, and cursed one evening to load the main and retrieve winches on a narrow and steep track.

We have had some good flights in both thermal and wave and, with the new membership drive under way, we are optimistic about the year ahead.
John Richardson

North Wales (Llantisilio)

A landmark year in the history of NWGC. After many years of operating out of Bryn Gwyn Bach, the farm was sold in March. Our fleet of six gliders and two winches was dispersed to various temporary homes around North Wales and the Wirral.

At our Spring AGM we voted overwhelmingly in favour of effectively combining with the Vale of Clwyd GC as the best way to develop swiftly and viably the potential gliding site which they had identified near the Horseshoe Pass.

By the end of May we should all be starting to familiarise ourselves with the considerable wave and thermal promise of this exciting new area.

Our existing Committee was re-elected for the transition period.
Dave Compton

Oxford (RAF Weston-on-the-Green)

Neil Swinton finally overcame his fear of heights to become a Half-cat instructor, though after his final check with the CFI he said he'd be quite happy just to drive the winch!

Having sold our Land Rovers, we now have a Range Rover as a back-up cable-retrieve vehicle. With two Range Rovers we've probably got the classiest retrieve system around – now all we must do is get some gliders to match!
Steve McCurdy

Portsmouth Naval (Lee on Solent)

We had a couple of good soaring weekends during March. Unfortunately, the weather didn't last for the first of our three courses planned for 1999; although we lost a full week's flying, the course was a success. Several club members travelled to Bicester to use their motor-glider for field landing checks and cross-country endorsements. We were also fortunate enough to have the use of the Grob at our own site for a week.

Congratulations to Jim Clarke, Dave Ingledew, Henry Freeborn, Chris Pennifold and Mark Holden for their cross-country endorsements. Henry Freeborn has also completed his Silver duration and Dave Ingledew his 50km.

Thanks to the hard work of several club members during the winter months we now have our fleet of two-seaters serviceable in time for summer.
Yvonne Watts

Shalbourne (Rivar Hill)

About sixty members and guests attended our Annual Dinner; not a bad number for a small club! The dinner provided an opportunity to reflect on the year's activities and present awards.

Club News

Awards went to Jim Thomson, Peter Ellison, and Bert Gallagher, and the results of the club ladder were announced. Dave Owen came first and five of our pilots featured in the National Ladder's top 100.

Although there were winter days when the field was very soft, we managed a number of good ridge-soaring and wave days in February and March. Heights of over 5,000' were reached, in thermals, at the end of March.

For those who believe that aerotow launches are the best way to get a high launch you can think again. Despite having neither a Skylaunch nor a Supercat, at the end of February in a strongish southerly our Puchacz reached 2,850', a launch-height only exceeded by K8 pilots!

Thanks to much hard work we now have a hangar roof that doesn't leak! Signing a long-term lease with our landlord should open the way to more improvements to the Club's facilities.

Additions to the private fleet include a ME8, ASW15 and another K6CR. The K6 is partly owned by Dave Owen who sold his Cirrus recently. He seems to have 'downgraded' because he was finding 300km flights too easy!
Clive Harder

Shenington (Shenington)

Jason Huntley has recently flown solo, and a vast number of club members are rushing to complete their SLMG ratings before the new regulations come in this summer. Course bookings are healthy and, as we are hosting a BGA Soaring week and club expeditions in addition to our standard activities, we're expecting a busy summer. The new Astir is getting plenty of use, and work continues on its less-than-perfect trailer!

Our new CFI is Rowan Griffin, who also runs our midweek operation. Paul Gibbs is our new Chairman, Andre Stokes is Treasurer and Jane Jervis is Social Secretary.

Our summer BBQs will start soon, and Mary Meagher is organising a '4th of July' party at the club on July 3rd, so do join us for the evening if you can. If you plan to fly-in in a powered aircraft please ring the club for details. As always, you can keep up to date with our activities at http://freespace.virgin.net /fisher.m/sgc/
Tess Whiting

Obituary - Paul Mullis

Paul Mullis (popularly known as 'Gromit' due to his motorbike and sidecar) died on 28th February. Paul was an enthusiastic and hard-working member who threw himself into the club from the very start. He put lots of time and energy into his flying. I believe that he got the most use out of his share in his Libelle; he flew it at every possible opportunity. Last year he competed in the Interclub for the first time, achieving excellent results, and was lined up for further expeditions and comps this year.

Paul was undoubtedly one of our core members. In the close, pretty-much family community at Shenington he is already greatly missed. We extend our sympathies to his family.
Tess Whiting



Harry Middleton, manager at the Soaring Centre for fifteen years (see below).

The Soaring Centre (Husbands Bosworth)

The new Duo Discus is being used for cross-country training and is proving highly successful. Congratulations to Graham Thomas and Roy Carter who completed the first cross-country flight in the Duo on 11th April. During April the club also had use of a K21 which proved to be a very popular glider during its visit. It was borrowed from London in return for one of our Puchaczs.

During March and April ten new members joined the club. Our weekday courses are running, and we are also running 'High Horizons' courses, to improve flying experience by covering aerobatics, cloud flying, cross-country (for fun or for speed) and vintage-glider flying. Welcome to Emma Johnson who is our new tug pilot.

Congratulations to our four newly-qualified Basic Instructors: Carol Steadman; Roger Cowles; Steve Hutchinson; and Rob Barsby. Congratulations also go to David Whiteley and John Bussell on flying solo!

Finally, with great regret, we say goodbye to our manager Harry Middleton. Harry has been the manager at The Soaring Centre for fifteen years and has been a tremendous driving force in helping to make the club so successful.
Siobhan Hindley

South Wales (Usk)

For the first time in living memory our field remained usable for the entire winter. We now look forward to exploiting wave any day of the year. Chairman, Ken Counsell, and CFI, Greg Scott, have been re-elected and, at the annual dinner in March, trophies were collected by Dave Jobbins, Dave Jeffiries, Allan Donnelly, Bob Thompson, Andrew James, and Peter France.

Following a memorable task-week last year, with cross-country flights in thermals and wave we would like to invite any pilots from other clubs to join us for this year's task-week at the beginning of August.

Southdown (Parham)

Our AGM was negotiated in record time and we were relieved to find a new Secretary in the form of Derek Sephton. The backlog of paperwork will keep him safely on the ground for weeks to come. We have enjoyed some northerly winds, which allow us to fly cross-country along the South Downs. For a brief period, all our tugs were unavailable; it was remarkable to see how many pilots could get away from a winch launch.

Sue Hill and Brian Bateson have returned from wintering in Australia where they enjoyed superb flying weather. Brian hopes that his 750km triangle will be soon ratified as a new British record.

At a recent ceremony, four of our bursary students received their wings. Greg Kearl, Alex Dean, Chris Sharpe and Hannah Lord have all fulfilled their early promise and hopefully Melissa Hughs will qualify soon.
Peter Holloway

Staffordshire (Seighford)

At our AGM in March Glyn Yates was elected Chairman. Brian Pearson was elected Vice Chairman, Barry Stitch is now a Committee member and Chris Jones is a Committee member and the Public Relations Officer.

Congratulations are due to Brian Pearson and Paul Cooper for completing their Basic Instructor ratings and to Chris Jones who has completed his Bronze badge.

At the time of writing we are just days away from holding our Static Display in the Market Square in Stafford.

There has been a tremendous team effort in getting this event organised and we are hoping to encourage new members and trial lessons. The next issue of *S&G* will include a report of the day's events and those of our two Open Days on Sunday May 2nd and Monday May 3rd.

Chris Jones

Stratford-on-Avon (Snitterfield)

By the end of May our new Skylaunch winch will be fully operational. One of our two diesel twin-drum winches has been advertised for sale; but we will still retain one of the most efficient winch-launching systems in the country.

Congratulations are due to John Dickinson on his first solo flights. Phil Pickett has again taken on the task of Inter-club League director and Steve Brown is now deputy CFI.

We have achieved a remarkable transformation of the club's main driveway by filling in the potholes.

Plans are well-advanced for our Open Day on Sunday June 20th, which conveniently coincides with Fathers' Day! Various suitable activities are being cunningly planned.

Once again the club will be open for flying on seven days a week, between May and mid-September.

Harry Williams

Surrey & Hants (Lasham)

The S&H AGM took place on 10th April. Judi Jones is standing down as Secretary and Lizzie Wells will be taking over.

We have been making the most of some good spring weather and quite a few Silver legs were completed during March. There has been a good uptake of the unlimited flying scheme, especially amongst early-solo pilots flying the K8s.Wing covers have been made for the glass gliders which live in the hangar and a new trailer has been bought for the DG300. Some excellent logos have been designed by Wendy Durham and will be used on S&H gliders and trailers.

RJB



Eric Collingham, from Trent Valley, who died recently (see: Obituary, right)

Trent Valley (Kirton Lindsey)

Our AGM was well attended, with the committee changing personnel. Roy Dell, Vin Marchent and John Rice are to enjoy a well-earned rest after an incredible 52 years' work between them.

The annual dinner and prize-giving was a great success thanks to Chris Grifffin. Pilot-recognition was quite tricky due to the number of suits, shirts and ties making their annual appearances. The lion's share of the silver ware was collected by Steve Wilkinson and John Williams. Other trophies went to Jeannette and John Kitchen, Tom McKinley, Ian Dawson, Robin Parker and Ted Crooks.

Gordon Bowes made good use of our spring thermals, gaining Silver height and his two-hour duration, Andrew Turk and Dave Britt flew Bronze legs.

Visitors are always welcome, but please note that to comply with the new MOD requirements all aircraft operated at Kirton must have £2million crown indemnity cover.

John Kitchen

Obituary – Norman Butler

Sadly we must report the death of Norman Butler. Norman had twenty years as a glider pilot, with many hours of fun recorded in his log book.

He enjoyed the private ownership of several gliders over the years. He was a thoroughly likeable man, typical of the foundation stones on which our sport in general, and our club in particular are built.

We extend our heart-felt sympathies to his family.

John Kitchen

Obituary – Eric Collingham

It is with much sadness that we report the death of Eric Collingham, who died in March after a long illness.

Eric was a much liked member and close friend. He joined Trent Valley Gliding Club in 1983, where he became a syndicate partner in a Ka6cr and later he bought a share of an SF27. He had previously been a founder member of Doncaster & District gliding Club, where he gained a Silver Certificate. During his gliding career, he flew from many sites, including Dukeries where he had many friends.

Eric will always be remembered for his copious stock of hilarious stories, which became better honed and embellished each time they were related!

We have been privileged to have had Eric as a friend and member, and we extend our sympathy to his wife Olive, and all members of his family.

Rex Flint

Club News

Ulster (Bellarena)

At our AGM encouraging club development was reported despite a poor year flyingwise. After three years as chairman Bob Rodwell retired, nominating Jeremy Bryson as his successor with unanimous approval.

Our traditional Easter camp was enhanced by regional examiner Bob Pettifer's busy week-long visit. He ran a Basic Instructors' course and a Full-cat course, at the same time giving much practical advice and encouragement to visiting IGSA pilots involved in setting up the new Academy club at Gorey, Co Wexford.

Meanwhile the construction of an extended toilet, shower and laundry block began. Louden Blair started restoration and modification of his home-built Monerai, beginning with a test rig for proof loading of the wings.

Bob Rodwell

Vale of Clwyd (Llantisilio)

Now, at long last, we have a site to fly from! We have a field at the southern end of the Vale of Clwyd between Ruthin and Llangollen – a slightly dome-shaped field which is at 1,000' ASL and opposite the Llantisilio mountains. Winch-runs will be about 1,100' in four directions but aerotow will be in any direction; it is a 70 acre site.

The field has been dry and flyable throughout the winter months. Only a few days would have been lost because of the weather conditions. A great advantage for a ridge and wave site! The farmer who owns the land has agreed a ten-year lease (with a one year break option if we have any problems) and has also agreed to remove any obstructions.

We have amalgamated with the North Wales GC, as their site has been sold (see North Wales GC's *Club News*). As they have 3 two-seaters, 3 single seaters, two winches two tractors and a cable towing truck, and we have a field, sense prevailed and we now have one super-club of nearly 100 members.

As the North Wales club has a twenty year history it was decided to keep their name. In future, *Club News* from us will be listed under North Wales (Llantisilio Mountains).

It has taken a long time to find this field and many of our pilots are no longer current – because of this the BGA has offered to send National Coach Dave Bullock, and one of the Regional Examiners, to help set up the site. Dave will be aerotowing from the field in May so our instructors can explore our new area.

Caernarfon Flying Club let us keep a two seater on their airfield over the winter and this let some of us stay current – again thanks to P1s Liz Silverstone and Ian Skinner, also super tug pilot – the intrepid Nigel Gregson.

Meanwhile, we have held a club expedition to Bicester – it was just good to be airborne again! Thanks to instructors Barry Gardner, Jess Pennant and Andy Perkins for their patience with non-current pilots! John Farley even flew solo again – the Bicester beer was as good as the flying!

For an update on our progress, or if you would like to come and see the site, phone Gill on 07801 227663 – we would be grateful for any constructive help and ideas.

Gill Pennant



Photograph: Tom Snoddy

Ulster Gliding Club's winter crop of first-solo pilots. (l-r) Seamus Doran, Michael McSorley and Ben Smith.

Vectis (Bembridge)

The club has been grounded from Christmas to Easter by an inordinately long C of A on the tug – we have no winch. Now everyone is undergoing check flights.

Chris Stanton made good use of our lay off by visiting Australia and gaining his remaining Silver legs, Gold distance and Diamond Goal.

We are now eagerly awaiting delivery of another two-seater, a refurbished Blanik from the Czech Republic, which will enable us to take trial lessons, and some club-training, by appointment.

John Kenny

York (Rufforth)

We are delighted that the loan on our land finally been paid off. The club now owns the entire airfield.

With four winches available and two Pawnees we can assure that launching capability is at a maximum when, on the best soaring days, the demand requires.

We now have two low-wing K7 conversions as well as our trusted K13, and a high wing K7. Training and trial flights are well catered for.

Dave Wakefield is now our Ladder Steward. Several pilots have already made good height-gains of over 10,000', and several good cross-country flights, were made by early April. With luck, our new ladder steward will have his hands full during this season!

Our circuit procedures have been changed so any visiting pilots should be aware of the new arrangements and follow the flow in the vicinity of the airfield to ensure safety as far as possible.

Mike Cohler



Flying at Other Clubs

Almost every instructor I have talked to has said that flying at a different club is an excellent way to improve your skills. So which club should you visit?

Some assistance in making this decision can be found in the 1998 statistics published in *S&G*. As a comparative newcomer to gliding, I reckon there are three things, that I want to know, which can be discovered from those statistics:

1. How good are the soaring conditions?
2. Will I have to wait ages for a check flight and a solo launch?
3. How long is the queue for club aircraft?

Soaring conditions

Assuming that the collective average of soaring ability is about equal for each club, the average flight-time should reflect the quality of the soaring conditions. Clearly, those clubs launching wholly or largely by aerotow will have longer flight-times than those which are mainly winch clubs, so I treated each aerotow as the equivalent of three winch launches. My own club, Rattlesden, operates both winch and aerotow launching and this, entirely unscientific guess, feels about right.

Ability to provide a launch

Good soaring conditions are merely frustrating if the visiting pilot cannot get airborne because the launch queue is huge. Working out how long that queue might be is quite difficult however. Two different calculation methods were used here. The first was the number of launches per club member, which is a crude measure of the likelihood of becoming airborne.

However, experience suggests that if gliders are staying up, it becomes much easier to get a launch (assuming that a glider is available). I therefore weighted this figure to take account of longer flight times, which produced quite a different top ten. The average of these two measures was used in the final table.

Availability of club aircraft

Unless my syndicate partners will let me take our glider with me, I also want to know how hot the competition for a club aircraft will be. The crude measure is the ratio of club aircraft to members. However, those who own their own gliders will be likely to fly them, rather than club gliders, and so I recalculated the ratio by assuming that each privately-owned glider represented two club members who would not be flying club aircraft.

The Rankings

Table 1 lists the top ten clubs under each heading. It should only be treated as a rough guide, however, because many variables are missing from the statistics. One obvious example is that where a club flies throughout the week, launch and aircraft availability for visitors is likely to be quite good outside weekends.

Clearly, different clubs have different strengths. The only way to decide where to visit is to average out these strengths to produce a composite figure. Table 2 averages each club's ranking for these three measures, and includes that ranking in the appropriate column.

And what's missing?

All sorts of important matters are not discoverable from the statistics. Is the club friendly? Does it have a good bar? Is there ridge or wave soaring, and if so what wind direction is needed for it to work? If your hours are low or you're cautious, will the site conditions be too exciting for you?

Statistics can only tell you so much, and probably leave out more than they reveal. However, talking to other club members about their flights at other sites will fill in many of the gaps. From my limited experience in visiting other sites, I can offer three pieces of advice which might make your visit more enjoyable:

1. Contact the club first to find out what days they fly and what time the flying list opens. They may well have some useful advice for visitors, including how to find the airfield.
2. Get there early and join in; if you're a keen and helpful visitor, most clubs will try to make sure your visit is worthwhile.
3. Identify and make friends with the duty instructor and the person who controls the flying list, so that they know what flying you want to do.

So far I've been made very welcome at the clubs I've visited. Of course, now this article has been published...!

–Chris Reed

Table 1

Rank	Soaring conditions	Launch availability	Aircraft availability
1	Black Mountains	Black Mountains	Connel
2	Derby	Midland	Sackville
3	Dumfries	Scottish GC	Strathclyde
4	Bowland	Deeside	Carlton
5	Midland	Essex & Suffolk	Herefordshire
6	Scottish GU	Derby	Lakes
7	Bristol	London	Aquila
8	Sackville	Upward Bound	Borders
9	Deeside	Soaring Centre	DRA Farnborough
10	Enstone	Nene Valley	Upward Bound

Table 2

Club	Soaring conditions	Launch availability	Aircraft availability	Launch methods Winch	Aerotow
1. Black Mountains	1	1	11	0%	100%
2. Sackville	8	30	2	57%	43%
3. Enstone	10	12	21	97%	3%
4. Herefordshire	25	19	5	0%	100%
5. Essex & Suffolk	18	5	30	100%	0%
6. Midland	5	2	48	96%	4%
7. Trent	27	11	23	85%	15%
8. Carlton	35	23	4	100%	0%
9. Borders	22	32	8	6%	94%
10. Derby	2	6	57	100%	0%

Caption Competition



Many thanks to all those who sent in their suggestions. It is remarkable what comes out of the minds of glider-pilots!

Rather than simply print the winner's contribution, it seemed a better idea to share some of the wit that has had me giggling for two weeks!

Apologies are due to Geoff Chaplin and Martyn Pike for not printing their captions; sorry guys, but this is a *family* magazine...!

Who DI'd the K10 without feeding it?

No simon, just push the pedals and see if the rudder moves.

The CFI said the CofG is too far aft, so Charlie's looking for it to move it!
Brian Goodspeed, Andreas

After rigging the K10, a quick check was made to ensure nobody was left inside.

After searching in vain for the water-ballast connectors, Bob realised the club pranksters had fooled him again.

Bill wondered if the K10 would spin any better if he crawled to the rear of the fuselage.
Simon Kroner, Aquila.

If the rest of the body is as tatty as that wing root I don't want to see it.
Graham Ferrier

I'm sure there was a bar in here.
Bill Alexander

So.... this is flying by the seat of your pants!
Roger Alexander

George is having trouble putting on his glider costume for the fancy-dress party.
Tony Walker, Southdown

The next time he can't find his thermals he can bloody-well look for them himself!
Laurie Clark, Peterboro' & Spalding

Glider for sale, includes unique, cushioned shoulder-straps and headrest...
Roger Alexander

Oohoo! Mr Schleicher! Are you there?
Frederick Boyce

But the winner of the Platypus mug is **Mike Garrod**, from Wokingham.
Gliding Bum!

World, National & UK Records

Basil Fairston updates the latest gliding records

National Open	Dist/Speed	Pilot(s)	(Country) Glider	Date
001 Gain of Height	10,545m	C Rollings & B Hicks	(UK) DG 500 22	08/10/1995
002 Absolute Altitude	11,500m	H C N Goodhart	(USA) SGS 1-23	12/05/1955
003 Straight Distance	949.7km	Karla Karel	(Australia) LS-3	20/01/1980
004 Goal Distance	892.1km	R May & P Rackham	(USA) ASH25	06/07/1995
005 O/R Distance	1127.68km	M T A Sands	(USA) Nimbus 3	07/05/1985
006 Triangle Distance	1362.68km	R L Robertson	(USA) Ventus A	02/05/1986
007 Free Distance	1362.68km	R L Robinson	(USA) Ventus A	02/05/1986
008 Free O/R Distance	1127.68km	M.T.A. Sands	(USA) Nimbus 3	07/05/1985
009 100km Triangle	166.38km/h	B Cooper	(Australia) LS-6B	04/01/1991
010 300km Triangle	157.96km/h	Brian Spreckley	(S Africa) Nimbus 3	10/12/1997
011 500km Triangle	151.37km/h	Pam Hawkins	(Australia) Nimbus 4T	04/01/1999
012 750km Triangle	119.19km/h	Pam Hawkins	(Australia) Nimbus 4T	16/12/1998
013 1000km Triangle	122.42km/h	Pam Hawkins	(Australia) Nimbus 4T	25/12/1998
014 1250km Triangle	109.01km/h	R L Robertson	(USA) Ventus A	02/05/1986
015 300km O/R	159.20km/h	Brian Spreckley	(S Africa) Nimbus 3	12/12/1997
016 500km O/R	152.7km/h	M R Carlton	(S Africa) ASW-17	24/12/1980
017 750km O/R	130.16km/h	Pam Hawkins	(Australia) Nimbus 4T	06/01/1999
018 1000km O/R	116.27km/h	Pam Hawkins	(Australia) Nimbus 4T	11/12/1998
019 1250km O/R		*No current record*		

National 15m	Dist/Speed	Pilot(s)	(Country) Glider	Date
023 Straight Distance	949.7km	Karla Karel	(Australia) LS-3	20/01/1980
024 Goal Distance	*680km min*	*No current record*		
025 O/RDistance	676.68km	Brian Spreckley	(S Africa) Ventus 2	28/11/1998
026 Triangle Distance	1362.68km	R L Robertson	(USA) Ventus A	02/05/1986
027 Free Distance	*774km min*	*No current record*		
028 Free O/R Distance	676.68km	Brian Spreckley	(S Africa) Ventus 2	28/11/1998
029 100km Triangle	166.38km/h	B Cooper	(Australia) LS-6B	04/01/1991
030 300km Triangle	140.36km/h	Brian Spreckley	(S Africa) Ventus 2	20/12/1997
031 500km Triangle	141.3km/h	B J G Pearson	(S Africa) ASW-20	28/12/1982
032 750km Triangle	112.38km/h	Gillian Spreckley	(S Africa) LS8 15m	15/12/1996
033 1000km Triangle	112.15km/h	G E Lee	(Australia) ASW-20B	25/01/1989
034 1250km Triangle	109.01km/h	R L Robertson	(USA) Ventus A	02/05/1986
035 300km O/R	147.88km/h	Mike Young	(S. Africa) LS6a	19/01/1999
036 500km O/R	119.76km/h	Gillian Spreckley	(S. Africa) Ventus 2	09/12/1997
037 750km O/R		*No current record*		
038 1,000km O/R		*No current record*		
039 1,250km Triangle		*No current record*		

National Fem. Open	Distance/Speed		(Country) Glider	Date
041 Gain of Height	9,119m	Anne Burns	(S. Africa) Skylark 3B	13/01/1961
042 Absolute Altitude	10,550m	Anne Burns	(S. Africa) Skylark 3B	13/01/1961
043 Straight Distance	949.7km	Karla Karel	(Australia) LS-3	20/01/1980
044 Goal Distance	551.06km	Pam Hawkins	(Australia) Nimbus 3DT	04/01/1998
045 O/R Distance	1002.83km	Pam Hawkins	(Australia) Nimbus 4T	11/12/1998
046 Triangle Distance	1036.56km	Pam Hawkins	(Australia) Nimbus 4T	25/12/1998
047 Free Distance	1037.29km	Pam Hawkins	(Australia) Nimbus 4T	25/12/1998
048 Free O/R Distance	1002.83km	Pam Hawkins	(Australia) Nimbus 4T	11/12/1998
049 100km Triangle	136.25km/h	Gillian Spreckley	(S. Africa) Nimbus 3	20/12/1997
050 300km Triangle	132.54km/h	Gillian Spreckley	(S. Africa) Ventus 2	12/12/1997
051 500km Triangle	151.37km/h	Pam Hawkins	(Australia) Nimbus 4T	04/01/1999
052 750km Triangle	119.19km/h	Pam Hawkins	(Australia) Nimbus 4T	16/12/1998
053 1,000km Triangle	122.42km/h	Pam Hawkins	(Australia) Nimbus 4T	25/12/1998
054 1,250km Triangle		*No current record*		
055 300km O/R	134.31km/h	Gillian Spreckley	(S Africa) ASH-25	26/11/1994
056 500km O/R	143.48km/h	Pam Hawkins	(Australia) Nimbus 4T	09/12/1998
057 750km O/R	130.16km/h	Pam Hawkins	(Australia) Nimbus 4T	06/01/1999
058 1,000km O/R	116.27km/h	Pam Hawkins	(Australia) Nimbus 4T	11/12/1998
059 1,250km O/R		*No current record*		

National Fem. 15m	Dist/Speed	Pilot(s)	(Country) Glider	Date
063 Straight Distance	949.7km	Karla Karel	(Australia) LS-3	20/01/1980
064 Goal Distance	*402km min*	*No current record*		
065 O/R Distance	620.31km	Jill Burry	(Australia) Mosquito B	04/01/1994
066 Triangle Distance	814.01km	Karla Karel	(Australia) LS-3	09/01/1980
067 Free Distance	814.01km	Karla Karel	(Australia) LS-3	09/01/1980
068 Free O/R Distance	620.31km	Jill Burry	(Australia) Mosquito B	04/01/1994

069 100km Triangle	134.93km/h	Gillian Spreckley	(S Africa) LS8	16/12/1997
070 300km Triangle	132.54km/h	Gillian Spreckley	(S Africa) Ventus 2	21/12/1997
071 500km Triangle	134.07km/h	Gillian Spreckley	(S Africa) Ventus 2	22/12/1997
072 750km Triangle	112.38km/h	Gillian Spreckley	(S Africa) LS8 15m	15/12/1996
073 1000km Triangle		*No current record*		*01/01/1998*
074 1250km Triangle		*No current record*		*01/01/1998*
075 300km O/R	134.33km/h	Gillian Spreckley	(S Africa) Ventus 2	12/12/1997
076 500km O/R	119.76km/h	Gillian Spreckley	(S Africa) Ventus 2	09/12/1997
077 750km O/R		*No current record*		*01/01/1998*
078 1000km O/R		*No current record*		*01/01/1998*
079 1250km O/R		*No current record*		*01/01/1998*

UK Open	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
081 Gain of Height	10,545m	C Rollings & B Hicks	DG500 22 Elan	08/10/1995
082 Absolute Altitude	11570m	C Rollings & B Hicks	DG-500	08/10/1995
083 Straight Distance	827.9km	T J Wills	LS-6	29/05/1986
084 Goal Distance	579.36km	H C N Goodhart	Skylark 3	10/05/1959
085 O/RDistance	801.3km	C Garton	Kestrel 19	22/07/1976
086 Triangle Distance	770.5km	C C Rollings	Jantar 2A	28/05/1985
087 Free Distance	1008.54km	C Pullen & C Rollings	ASH 25	22/07/1995
088 Free O/R Distance	801.3km	C Garton	Kestrel 19	22/07/1976
089 100km Triangle	133.97km/h	P Jeffery	LS7-WL	01/08/1995
090 200km Triangle	119.07km/h	R May & P Townsend	ASH-25	18/07/1990
091 300km Triangle	117.14km/h	R Jones	Nimbus 3	28/05/1985
092 400km Triangle	114.3km/h	R Jones	Nimbus 3	01/08/1984
093 500km Triangle	106.9km/h	R Jones	Nimbus 2	31/05/1975
094 600km Triangle	94.94km/h	R C May & S Lynn	ASH-25	19/07/1990
095 750km Triangle	98.46km/h	A E Kay	LS6C-18W	21/04/1995
096 1000km Triangle		*No current record*		
097 1250km Triangle		*No current record*		
098 300km O/R	114.5km/h	D S Watt	ASW-22	18/08/1983
099 500km O/R	111.83km/h	R Jones & S Marriot	Nimbus 3DM	13/08/1994
100 750km O/R		*No current record*		
101 1000km O/R		*No current record*		
102 100km Goal	173.32km/h	D Hill & J Gorringe	ASH-25	08/04/1990
103 200km Goal	127.1km/h	A H Warminger	Vega	12/05/1984
104 300km Goal	132.8km/h	A H Warminger	Kestrel 19	24/04/1976
105 400km Goal	98.36km/h	A H Warminger	Ventus 16.6m	07/04/1990
106 500km Goal	90.7km/h	H C N Goodhart	Skylark 3	10/05/1959

UK 20m	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
110 Straight Distance	827.9km	T J Wills	LS6	29/05/1986
111 Goal Distance	579.36km	H C N Goodhart	Skylark 3	10/05/1959
112 O/R Distance	801.3km	C Garton	Kestrel 19	22/07/1976
113 Triangle Distance	801.3km	C Garton	Kestrel 19	22/07/1976
114 Free Distance	827.9km	T J Wills	LS-6	29/05/1986
115 Free O/RDistance	801.3km	Chris Garton	Kestrel 19	22/07/1976
116 100km Triangle	133.97km/h	P Jeffery	LS7-WL	01/08/1995
117 200km Triangle	*96kph min*	*No current record*		
118 300km Triangle	*95kph min*	*No current record*		
119 400km Triangle	*93kph min*	*No current record*		
120 500km Triangle	*87kph min*	*No current record*		
121 600km Triangle	88.8km/h	C Garton	Kestrel 19	10/06/1976
122 750km Triangle	98.46km/h	A E Kay	LS6C-18W	21/04/1995
123 1000km Triangle		*No current record*		
124 1250km Triangle		*No current record*		
125 300km O/R	*93kph min*	*No current record*		
126 500km O/R	101.46	M B Jefferyes	DG-600	17/08/1983
127 750km O/R		*No current record*		
128 1000km O/R		*No current record*		
129 100km Goal	150km/h	T J Wills	LS4	12/05/1984
130 200km Goal	127.1km/h	A H Warminger	Vega	12/05/1984
131 300km Goal	132.8km/h	A H Warminger	Kestrel 19	24/04/1976
132 400km Goal	98.36km/h	A H Warminger	Ventus 16.6m	07/04/1990
133 500km Goal	90.7km/h	H C N Goodhart	Skylark 3	10/05/1955

UK 15m	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
136 Straight Distance	827.9km	T J Wills	LS-6	29/05/1986
137 Goal Distance		*No current record*		
138 O/RDistance	617km	C Garton	LS-6	28/08/1989
139 Triangle Distance	633.27km	T E Macfadyen	ASW-20WL	13/05/1996
140 Free Distance	827.9km	T J Wills	LS6	29/05/1986
141 Free O/R Distance	617km	C Garton	LS6	28/081989
142 100km Triangle	133.97km/h	P Jeffery	LS7-WL	01/08/1995
143 200km Triangle	114.95km/h	D S Watt	ASW-24	03/08/1990
144 300km Triangle	115.85km/h	J Gorringe	LS7	03/08/1990
145 400km Triangle	99.39km/h	P Jeffrey	LS-7	13/08/1991
146 500km Triangle	106.06km/h	D Watt	ASW-24	21/04/1995
147 600km Triangle	88.1km/h	A E Kay	ASW-24	09/05/1991
148 750km Triangle		*No current record*		
149 1000km Triangle		*No current record*		
150 1250km Triangle		*No current record*		
151 300km O/R	104.09km/h	A Kay	ASW-24	28/04/1989
152 500km O/R	96.09km/h	C Rollings	Discus BW	13/05/1996
153 750km O/R		*No current record*		*01/01/1998*
154 1000km O/R		*No current record*		
155 100km Goal	150km/h	T J Wills	LS4	12/05/1984
156 200km Goal	127.1km/h	A H Warminger	Vega	12/05/1984
157 300km Goal	131.1km/h	T J Wills	Std Libelle	24/04/1976
158 400km Goal		*No current record*		
159 500km Goal		*No current record*		

UK Standard	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
189 Straight Distance	718km	T J Wills	Std Libelle	01/08/1976
190 500km O/R		*No current record*		
191 O/RDistance		*No current record*		
192 Triangle Distance	609.9km	A E Kay	ASW-24	09/05/1991
193 Free Distance	718km	T J Wills	Std Libelle	01/08/1976
194 Free O/R Distance		*No current record*		
195 100km Triangle	133.97km/h	P Jeffery	LS7-WL	01/08/1995
196 200km Triangle	114.95km/h	D S Watt	ASW-24	03/08/1990
197 300km Triangle	115.85km/h	J Gorringe	LS-7	03/08/1990
198 400km Triangle	99.39km/h	P Jeffrey	LS-7	13/08/1991
199 500km Triangle	106.06km/h	D Watt	ASW-24	21/04/1995
200 600km Triangle	88.1km/h	A E Kay	ASW-24	09/05/1991
201 750km Triangle		*No current record*		
202 1000km Triangle		*No current record*		
203 1250km Triangle		*No current record*		
204 300km O/R	104.09km/h	A Kay	ASW-24	28/04/1989
205 500km O/R	96.09km/h	C Rollings	Discus BW	13/05/1996
206 750km O/R		*No current record*		
207 1000km O/R		*No current record*		
208 100km Goal	150km/h	T J Wills	LS-4	12/05/1984
209 200km Goal		*No current record*		
210 300km Goal	131.1km/h	T J Wills	Std Libelle	24/04/1976
211 400km Goal	73.8km/h	T J Wills	Std Libelle	07/06/1976
212 500km Goal		*No current record*		

UK Fem. Open	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
334 Gain of Height	7833m	Alison Jordan	Astir CS	08/10/1978
335 Absolute Altitude	8701m	Alison Jordan	Astir CS	08/10/1978
336 Straight Distance	454km	Anne Burns	Skylark 3A	10/05/1959
337 Goal Distance	324.4km	Jane Nash	Ventus B	15/04/1989
338 O/R Distance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
339 Triangle Distance	524.5km	Geralyn Macfadyen	Sport Vega	22/07/1995
340 Free Distance	569.93km	Geralyn Macfadyen	ASW20F	13/06/1996
341 Free O/R Distance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
342 100km Triangle	98.64km/h	Sarah Harland	SZD 55	15/08/1994
343 200km Triangle	93.38km/h	Geralyn Macfadyen	ASW20F	19/08/1996
344 300km Triangle	83.57km/h	Geralyn Macfadyen	ASW20F	04/08/1996
345 400km Triangle	89.00km/h	Julie Angell	Duo Discus	13/06/1996
346 500km Triangle	86.21km/h	Sarah Harland	ASW24	15/08/1997
347 600km Triangle		*No current record*		
348 750km Triangle		*No current record*		
349 1000km Triangle		*No current record*		
350 1250km Triangle		*No current record*		
351 300km O/R	84.80km/h	Geralyn Macfadyen	ASW20F	15/08/1997
352 500km O/R		*No current record*		
353 750km O/R		*No current record*		
354 1000km O/R		*No current record*		
355 100km Goal	135.39km/h	Jane Nash	Ventus B	11/06/1989
356 200km Goal	85.5km/h	Anne Burns	Olympia 419	02/06/1963
357 300km Goal	93.16km/h	Jane Nash	Mini-Nimbus	07/04/1990
358 400km Goal		*No current record*		
359 500km Goal		*No current record*		

UK Fem. 20m	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
500 Straight Distance	454km	Anne Burns	Skylark 3A	10/05/1959
501 Goal Distance	324.4km	Jane Nash	Ventus B	15/04/1989
502 O/RDistance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
503 Triangle Distance	524.5km	Geralyn Macfadyen	Sport Vega	22/07/1995
504 Free Distance	569.93km	Geralyn Macfadyen	ASW20F	13/06/1996
505 Free O/RDistance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
506 100km Triangle	98.64km/h	Sarah Harland	SZD 55	15/08/1994
507 200km Triangle	93.38km/h	Geralyn Macfadyen	ASW20F	19/08/1996
508 300km Triangle	83.57km/h	Geralyn Macfadyen	ASW20F	04/08/1996
509 400km Triangle	89.00km/h	Julie Angell	Duo Discus	13/06/1996
510 500km Triangle	86.21km/h	Sarah Harland	ASW24	15/08/1997
511 600km Triangle		*No current record*		
512 750km Triangle		*No current record*		
513 1000km Triangle		*No current record*		
514 1250km Triangle		*No current record*		
515 300km O/R	84.80km/h	Geralyn Macfadyen	ASW20F	15/08/1997
516 500km O/R		*No current record*		
517 750km O/R		*No current record*		
518 1000km O/R	135.39km/h	Jane Nash	Ventus B	11/06/1989
519 100km Goal	135.39km/h	Jane Nash	Ventus B	11/06/1989
520 200km Goal	85.5km/h	Anne Burns	Olympia 419	02/06/1963
521 300km Goal	93.16km/h	Jane Nash	Mini-Nimbus	07/04/1990
522 400km Goal		*No current record*		
523 500km Goal		*No current record*		

UK Fem.15m	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
550 Straight Distance	324.4km	Jane Nash	Ventus B	15/04/1989
551 Goal Distance	324.4km	Jane Nash	Ventus B	15/04/1989
552 O/RDistance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
553 Triangle Distance	524.5km	Geralyn Macfadyen	Sport Vega	22/07/1995
554 Free Distance	569.93km	Geralyn Macfadyen	ASW20F	13/06/1996
555 Free O/RDistance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
556 100km Triangle	98.64km/h	Sarah Harland	SZD 55	15/08/1994
557 200km Triangle	93.38km/h	Geralyn Macfadyen	ASW20F	19/08/1996
558 300km Triangle	83.57km/h	Geralyn Macfadyen	ASW20F	04/08/1996
559 400km Triangle	67.83km/h	G Macfadyen	Sport Vega	30/05/1994
560 500km Triangle	86.21km/h	Sarah Harland	ASW24	15/08/1997
561 600km Triangle		*No current record*		
562 750km Triangle		*No current record*		
563 1000km Triangle		*No current record*		
564 1250km Triangle		*No current record*		
565 300km O/R	84.80km/h	Geralyn Macfadyen	ASW20F	15/08/1997
566 500km O/R		*No current record*		
567 750km O/R		*No current record*		
568 1000km O/R		*No current record*		

569 1250km O/R		*No current record*		
570 100km Goal	135.39km/h	Jane Nash	Ventus B	11/06/1989
571 200km Goal		*No current record*		
572 300km Goal	93.16km/h	Jane Nash	Mini-Nimbus	07/04/1990
573 400km Goal		*No current record*		
574 500km Goal		*No current record*		

UK Fem. Standard	**Dist/Speed**	**Pilot(s)**	**Glider**	**Date**
600 Straight Distance				
601 Goal Distance				
602 O/R Distance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
603 Triangle Distance	524.5km	Geralyn Macfadyen	Sport Vega	22/07/1995
604 Free Distance	524.5km	Geralyn Macfadyen	Sport Vega	22/07/1995
605 Free O/R Distance	386.3km	Geralyn Macfadyen	Sport Vega	30/06/1994
606 100km Triangle	98.64km/h	Sarah Harland	SZD 55	15/08/1994
607 200km Triangle	76.68kph	Sarah Harland	ASW24	27/07/1998
608 300km Triangle	83.69kph	Sarah Harland	ASW24	05/08/1998
609 400km Triangle	67.83km/h	G Macfadyen	Sport Vega	30/05/1994
610 500km Triangle	86.21km/h	Sarah Harland	ASW24	15/08/1997
611 600km Triangle		*No current record*		
612 750km Triangle		*No current record*		
613 1000km Triangle		*No current record*		
614 1250km Triangle		*No current record*		
615 300km O/R		*No current record*		
616 500km O/R		*No current record*		
617 750km O/R		*No current record*		
618 1000km O/R		*No current record*		
619 1250km O/R		*No current record*		
620 100km Goal		*No current record*		
621 200km Goal		*No current record*		
622 300km Goal		*No current record*		
623 400km Goal		*No current record*		
624 500km Goal		*No current record*		

World Open-class	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
Straight distance	1,460.8km	H W Grosse	Germany (Germany)	25/04/72
Straight goal	1,383km	G Herbaud J-N Herbaud	France (France)	
O/R distance	1,646.68km	T L Knauff	USA(USA)	25/04/83
Triangular distance	1,400.19km	K Holighaus	South Africa (Germany)	07/01/93
3 TP distance	2,049.44km	T R Delore	New Zealand (NZ)	05/11/94
Free O/R distance	1,261.65km	J F Good	USA (USA)	18/04/97
Speed over 100km Tri.	217.41km/h	J M Payne	USA (USA)	04/03/97
Speed over 300km Tri.	179.3km/h	T R Delore	New Zealand (NZ)	17/12/97
Speed over 500km Tri.	171.1km/h	H W Grosse J Hacker	Australia (Germany)	31/12/90
Speed over 750km Tri.	161.33km/h	H W Grosse K Grosse	Australia (Germany)	10/01/88
Speed over 1000km Tri.	169.72km/h	H H Fischer	South Africa (Germany)	05/01/95
Speed over 1250km Tri.	143.46 km/h	H W Grosse H H Kohlmeier	Australia (Germany)	10/01/87
Speed over 500km O/R	211.5km/h	T R Newfield A Malcolm	New Zealand (NZ)	24/03/98
Gain of height	12,894m	P F Bikle	USA (USA)	25/02/61
Absolute altitude	14,938m	R R Harris	USA (USA)	17/02/86
Speed over 1000km O/R	*No record registered yet - minimum for the first record 147km/h*			
Speed over 1500km O/R	*No record registered yet - no minimum for the first record*			

World 15m-class	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
Speed over 300km Tri.	179.30 km/h	T R Delore	New Zealand (NZ)	17/12/97
Straight distance	*No record registered yet - minimum for the first record: 1,289km*			
Straight goal	*No record registered yet - minimum for the first record: 1,289km*			
O/R distance	*No record registered yet - minimum for the first record: 1,299km*			
Triangular distance	*No record registered yet - minimum for the first record: 1,363km*			
3 TP distance	*No record registered yet - minimum for the first record: 1,434km*			
Free O/R distance	*No record registered yet - minimum for the first record: 1,262km*			
Speed over 100km Tri.	*No record registered yet - minimum for the first record: 159km/h*			
Speed over 500km Tri.	*No record registered yet - minimum for the first record: 144km/h*			
Speed over 750km Tri.	*No record registered yet - minimum for the first record: 131km/h*			
Speed over 1000km Tri.	*No record registered yet - minimum for the first record: 136km/h*			
Speed over 1250km Tri.	*No record registered yet - minimum for the first record: 110km/h*			
Speed over 500km O/R	*No record registered yet - minimum for the first record: 201km/h*			
Speed over 1000km O/R	*No record registered yet - minimum for the first record 147km/h*			
Speed over 1500km O/R	*No record registered yet - no minimum for the first record*			

World World-class	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
O/R distance	580.3km	D Memmert	Germany (Germany)	16/05/98
Free O/R distance	580.3km	D Memmert	Germany (Germany)	16/05/98
Speed over 100km Tri.	103.71km/h	P L Tuckey	USA (USA)	28/08/98
Speed over 300km Tri.	83.4 km/h	C Blois	Brazil (Brazil)	19/09/98
Speed over 500km O/R	67.7km/h	D Memmert	Germany (Germany)	16/05/98
Straight distance	*No record registered yet - minimum achievement for first record : 500km*			
Straight goal distance	*No record registered yet - minimum achievement for first record : 500km*			
Distance over a tri.	*No record registered yet - minimum achievement for first record : 500km*			
3-TP distance	*No record registered yet - minimum achievement for first record : 500km*			
Speed over 100km tri.	*No record registered yet - minimum achievement for first record : 90km/h*			
Speed over 500km tri.	*No record registered yet - no minimum achievement for the first record*			
Speed over 750km tri.	*No record registered yet - no minimum achievement for the first record*			
Speed over 1,000km tri.	*No record registered yet - no minimum achievement for the first record*			
Speed over 1,250km tri.	*No record registered yet - no minimum achievement for the first record*			
Speed over 1,000 O/R	*No record registered yet - no minimum achievement for the first record*			
Speed over 1,500 O/R	*No record registered yet - no minimum achievement for the first record*			

World Ultra-light	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
Straight distance	508.1km	W G Osoba	USA (USA)	21/04/98
Straight goal distance	508.1km	W G Osoba	USA (USA)	21/04/98
Free distance upto 3TP	508.1km	W G Osoba	USA (USA)	21/04/98
Speed over 100km tri.	39.4km/h	W G Osoba	USA (USA)	22/09/95
Distance over a tri.	214.08km	W G Osoba	USA (USA)	22/09/95
O/R distance	185.91km	W G Osoba	USA (USA)	22/08/95

World Open (Fem.)	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
Straight distance	949.70km	K Karel	Australia (UK)	20/01/80
Straight goal distance	951.43km	J B Shaw	USA (USA)	02/07/90
O/R distance	1,127.68km	D F Grove	USA (USA)	28/09/81
Distance over a tri.	928.29km	H Zejdova	Australia (Czech)	20/01/97
3-TP distance	1,025.1km	H Zejdova	Australia (Czech)	04/01/97
Free O/R distance	860.46km	H Zejdova	Australia (Czech)	04/01/97
Speed over100km tri.	151.12km/h	J B Shaw	USA (USA)	17/07/97
Speed over 300km tri.	143.9km/h	S P Beatty	South Africa (S. Africa)	26/12/90
Speed over 500km tri.	135.38km/h	H Zejdova	Australia (Czech)	02/01/97
Speed over 750km tri.	131.39km/h	H Zejdova	Australia (Czech)	05/01/97
Gain of height	10,212m	Y M Loader	New Zealand (NZ)	12/01/88
Absolute altitude	12,637m	S Jackintell	USA (USA)	14/02/79
Speed over 500km O/R	*No record registered yet - minimum achievement for first record : 137km/h*			
Speed over 1,000km O/R	*No record registered yet - no minimum achievement for first record*			
Speed over 1,500km O/R	*No record registered yet - no minimum achievement for first record*			

World 15m (Fem.)	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
O/R distance	767.45km	H Zejdova	Australia (Czech)	13/01/98
3-TP distance	767.45km	H Zejdova	Australia (Czech)	13/01/98
Free O/R distance	767.45km	H Zejdova	Australia (Czech)	13/01/98
Straight distance	*No record registered yet - minimum achievement for first record : 950km*			
Straight goal distance	*No record registered yet - minimum achievement for first record : 807km*			
Distance over a tri.	*No record registered yet - minimum achievement for first record : 843km*			
Speed over 100km tri.	*No record registered yet - minimum achievement for first record : 140km/h*			
Speed over 300km tri.	*No record registered yet - minimum achievement for first record : 130km/h*			
Speed over 500km tri.	*No record registered yet - minimum achievement for first record : 134km/h*			
Speed over 750km tri.	*No record registered yet - minimum achievement for first record : 96km/h*			
Speed over 1,000km tri.	*No record registered yet - no minimum achievement for the first record*			
Speed over 1,250km tri.	*No record registered yet - no minimum achievement for the first record*			
Speed over 500km O/R	*No record registered yet - minimum achievement for first record : 123km/h*			
Speed over 1,000km O/R	*No record registered yet - no minimum achievement for first record*			
Speed over 1,500km O/R	*No record registered yet - no minimum achievement for first record*			

World World (Fem)	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
Straight distance	*No record registered yet - minimum for the first record: 400km*			
Straight goal	*No record registered yet - minimum for the first record: 400km*			
O/R distance	*No record registered yet - minimum for the first record: 400km*			
Triangular distance	*No record registered yet - minimum for the first record: 400km*			
3 TP distance	*No record registered yet - minimum for the first record: 400km*			
Free O/R distance	*No record registered yet - minimum for the first record: 400km*			
Speed over 100km Tri.	*No record registered yet - minimum for the first record: 80km/h*			
Speed over 300km Tri.	*No record registered yet - minimum for the first record: 70km/h*			
Speed over 500km Tri.	*No record registered yet - no minimum for the first record*			
Speed over 750km Tri.	*No record registered yet - no minimum for the first record*			
Speed over 1000km Tri.	*No record registered yet - no minimum for the first record*			
Speed over 1250km Tri.	*No record registered yet - no minimum for the first record*			
Speed over 500km O/R	*No record registered yet - no minimum for the first record*			
Speed over 1000km O/R	*No record registered yet - no minimum for the first record*			
Speed over 1500km O/R	*No record registered yet - no minimum for the first record*			

World Ultra (Fem.)	**Dist/Speed**	**Pilot(s)**	**Place (Nationality)**	**Date**
No records exist at the moment in this class.				

Rule Changes for Badge- & Record-flights

A subtle change in the wording of the Sporting Code section 2.3.4.3 means that you can start a badge or record flight at any altitude as long as the difference between your start altitude and finish altitude is not more than 1,000m or 1% of the distance flown.

This means that you could start your 50km Silver-badge flight at 2,000m as long as you can prove you were in the finish sector at 1500m prior to landing. In practice this will only be available to pilots using IGC approved loggers; with a camera and barograph it is not possible to prove what your altitude was when you entered the finish sector.

Keen readers can download the Sporting Code Section 3 (Gliders) and amendment list 6 which makes this change at http://www/fai/org/gliding/

Less keen readers can wait until October of this year when a rewritten version will be introduced which is less than half the size of the current one.

–Basil Fairston, Badges Officer

BGA Certificates

All three Diamonds

No.	*Pilot*	*Club*	*1998*
560	Wilson, Kevin	Booker	18/8
561	Hodgson, Malcolm	Lasham	11/12

Diamond distance (500km)

No.	*Pilot*	*Club*	*1998*
1-796	Wilson, Kevin	Booker	15/8
1-797	Hodgson, Julian	London (in Oz)	12/1/99
1-798	Hodgson, Malcolm	Lasham (in Oz)	11/12

Diamond goal (300km)

No.	*Pilot*	*Club*	*1998*
2-2665	Churchill, Sean	Bicester	5/8
2-2666	Goldstraw, Ian	London	25/7
2-2667	Hodgson, Julian	London (in Oz)	7/1/99

Diamond height (5,000m)

No.	*Pilot*	*Club*	*1998*
3-1481	Clarke, Adam	Bicester	22/10

Gold Distance (300km)

Pilot	*Club*	*1998*
Churchill, Sean	Bicester	5/8
Hearn, Michael	Ex-pat (in USA)	30/8/97
Goldstraw, Ian	London	25/7
Hodgson, Julian	London (in Oz)	7/199

Gold height (3,000m)

Pilot	*Club*	*1998*
Martindale, Lyn	Lakes	15/10
Clarke, Adam	Bicester	22/10
Stevens, Colin	Portsmouth Naval	23/10

Silver badge (all three Silvers)

No.	*Pilot*	*Club*	*1998*
10530	Hearn, Michael	Ex-pat	14/8/93
10531	Horne, John	Essex & Suffolk	25/11
10532	Mallinson, Donald	Mendip	13/2
10533	Chalmers	Highland	28/1/99
10534	Hodgson, Julian	London	6/1/99
10535	Reed, Christopher	Rattlesden	19/8
10536	Walter, David	Derby & Lancs	27/3
10537	Tansley, Brian	Kent	27/3

Cross-country endorsement (part 1)

Pilot	*Club*	*1998*
Burgess, Ernest	Lyvden	25/7
Martindale, Lyn	Lakes	27/8

CHIEF TECHNICAL OFFICER

Required by the BGA. This full time position is available initially for a probationary period working with Dick Stratton who will be retiring at the end of this year. A job description can be obtained from the BGA office – The CTO is responsible to the Technical Committee for managing the BGA airworthiness system and supervising and auditing BGA inspectors throughout the country. Suitably qualified candidates should apply in writing to the **Chairman of the Technical Committee, c/o BGA, Kimberley House, Vaughan Way, Leicester, LE1 4SE before 31st July 1999**

British Gliding Association

THE 1000 CLUB MONTHLY LOTTERY

A great chance to win substantial cash prizes and at the same time enable the Philip Wills Memorial Fund to make loans to clubs for site purchase and development.

1000 is the target number of members to participate in this monthly lottery which started in July 1992. When 1000 members subscribe £1.00 a month each then the monthly first cash prize will be £250.00.

HALF of the proceeds go to the Philip Wills Memorial Fund to help with its work in developing BGA clubs and the other HALF is distributed each month in the form of 6 CASH PRIZES. The more participants we have, the greater the prize money pool.

1st PRIZE – 50% of the prize money pool.

5 Runner Up Prizes of 10% each of the prize money pool.

Chances/numbers can only be bought from the BGA at £1.00 each. Those whose money has been received at the BGA by the end of each month will then participate in the draw on the first Wednesday of each following month. Tickets will not be issued in order to keep the administrative costs low but each member will purchase a "number" which will go into the draw. It is hoped that members will purchase 12 months' worth of tickets at a time. Winners will receive their prizes direct from the BGA and a list of their names will be published in S&G.

Please complete the form below and return it to the BGA with your payment. Please note that only BGA members and their families may participate and that the BGA is registered under the Lotteries And Amusements Act 1976 with Leicester City Council.

Barry Rolfe, *Promoter*

To: Barry Rolfe, British Gliding Association, Kimberley House, Vaughan Way, Leicester LE1 4SE

Please include me in the "1000 club" and I enclose £12.00 (payable to BGA) for twelve months of entries, or multiples thereof.

Name ..... Signed .....

Address .....

Substantial Accident Summaries

Covering the end of 1998 and the start of 1999 Compiled by Dave Wright

Ref.	Type	BGA No.	Damage	Date	Location	Age	Injury	Hours
111	ASW19B	3752	Substantial	09/08/98 1530	Lyveden	58	None	329

On a very hot day, after a long wait for a cable, the pilot was winch launched. At about 400ft the launch failed and, not having enough room to land ahead made a 360° turn. He then intended to open the brakes but in fact raised the undercarriage. He did not realise this and the glider overshot into a field of standing wheat.

112	LS4	2899	Substantial	05/08/98	Nr Gloucester	?	None	229

On his first competition week the pilot found the lift failing at the end of a six hour flight. He tried to work a ridge but found no lift so decided, rather late, to land in a previously selected field. In sinking air he made a hurried approach and drifted to one side of the field where the glider struck a mound of earth, breaking the fuselage.

113	ASK13	2471	Substantial	15/08/98 1646	Gransden Lodge	37	None None	110 0

During a trial lesson the glider was seen to make a normal approach until, at about 20ft, with airbrake and probably insufficient speed, the left wing dropped. The glider spun around the wing as it hit the ground and ran off the side of the runway into crop.

118	SZD Junior	3657	Substantial	12/08/98 1610	Birdlip	46	None	389

During a competition flight the pilot found he had to make a field landing. After a normal approach and landing he made a normal touchdown in the stubble field. During the ground run there was a loud bang and the glider turned sharply right. Walking back the pilot found the wing had hit a small wall surrounding a well covered in tall nettles.

119	*Pegasus*	*2942*	*Write off*	*19/08/98 1500*	*Great Saxham*	*?*	*Fatal*	*?*

FATAL ACCIDENT - Glider crashed into a field and came to rest inverted. No further details at present

122	Pilatus B4	1836	Substantial	22/08/98 1600	Stone Hammond	52	None	221

During a competition flight the pilot found he had to make a field landing. He selected a suitable field but then tried to soar away from the circuit. He failed to do so then, too late, found he was too low to make a turn into the field. Instead he had to make a hurried arrival in a field planted with small trees and groundlooped.

129	ASK13	4056	Substantial	15/08/98 1531	Lee-on-Solent	54	None	21

A van was being driven along the airfield ready to retrieve the landing glider. The driver noticed the towing rope had fallen off and turned back to get it. Seeing it he turned to pick it up but failed to notice how close the landing glider was. As a result the van hit the glider's wing causing substantial damage.

138	SF27	?	Write Off	23/09/98 1600	Kenley	64	None	50

The glider was about 100' into the winch launch when there was a "lull in the pull from the cable"' The pilot held on too long waiting for the power to return but the winch driver had in fact abandoned the launch due to a cable loop. Slowly lowering the nose, he opened the brakes and the glider rotated and dived into the round.

5	KA6CR	3670	Write off	25/11/98 1350	Rufforth	77	None	29

During the aerotow a bank of fog closed in on the airfield. The tug was informed by radio and dropped the glider within easy gliding range. The glider pilot lost view of the airfield in the fog so headed towards a clear area but lost height so landed in a field despite poor visibility, hit a tree on the approach, and spun the glider into the ground

7	Cirrus	4254	Substantial	28/11/98	Near Talgarth	62	None	205

The glider was launched by aerotow on to the ridge. After an hour the pilot flew away then returned but misidentified the ridge and approached the lee side and found strong sink. Too late he turned back to the valley and headed for a field. He lowered the wheel but landed short in small trees. This damaged the wings and broke the fuselage.

9	L Spatz 55	2204	Write off	30/01/99 1220	Falgunzeon	47	Serious	1.75

The low hours pilot was winch launched and flew towards a local ridge. Encountering rain and with a misting canopy he then made a 180 degree turn to avoid a bank of cloud. During this the glider ran into severe turbulence that took it into cloud. Diving clear the pilot pulled up, re-entered cloud, stalled then crashed into the ground.

10	Pegase	4006	Write off	23/01/99 1435	Millfield	64	Serious	?

On a good "wave day" it became apparent that conditions on the airfield were becoming increasingly difficult with severe turbulence and windshear. A message to return was broadcast and the pilot returned. It appears that he was still caught out by the severe gradient and dropped a wing at about 30', cart-wheeling into the ground.

17	ASK23	2997	Substantial	20/03/99 1145	Dunstable	51	None	2.5

The low hours pilot took a winch launch which he abandoned at an "awkward" height due to high speed. The recovery was overly nose down, possibly due to a C of G near the forward limit, and a turn made back to the launch point. Rather low, the brakes were opened, then closed. During a shallow turn the wing tip hit the ground and spun the glider in.

Classifieds

Please send the text of your advert, and your payment, to **Debbie Carr at the BGA office** *(not to the editor)*. The deadline for classifieds to be included in the Aug/Sept issue of *S&G* is **3rd July** after which any adverts received will be published in the following issue. All prices include VAT.
Text: 80p/word, minimum twenty words (£16).
Black and white photographs: £6 extra
Box number: £3 extra.

FOR SALE

AMF TRAILER 1988 with fittings for Ventus CT £1500. Garmin 100 GPS with accessories £500. Irvin EB80 parachute £200. Tel: 01672 520654

PIK 30 (17m PIK 20e) Oxygen, C3 computer, AMF trailer, GPS + EW logger. 1986, 1150 hrs, 105 hrs engine. CofA 2001. £30 000. Tel: 01540 661885

NIMBUS 2b L-Nay, Dittel 720, Bohli, oxygen, parachute, barograph, tow out gear, Schofield trailer. £17 000. Tel: Jessica on 07771 781 271 (mobile).

OLY 463. Spar inspected and certified sound and suitable for required modification to be carried out. Spar mod and some TLC from practical enthusiast would restore to airworthy condition. Metal trailer. £1200. Tel. 01933 315152.

ASTIR CS77. Good condition. Including trailer, parachute, barograph and Garmin GPS. £9500 ono. Contact Andy Todd 0385 394220.

PEGASUS 101A, LXIOOO, Bohli, Becker 720, EW Barograph, parachute, one man towout, Comet type lift top trailer, oxygen, built 1983, 1300 hours. view Lasham. 01962 854775.

ASW19B Excellent condition with trailer, instruments & radio. Sold with new CofA. Only £14 000 ono for quick sale. Tel: 01244 881030

DART 17R good condition, wing inspection completed, Borgelt vario B50, GPS, radio, parachute. Excellent metal trailer. CofA. Based Hinton. £7800. Tel: 01908 676693 or 01923 264553

FLAPPED VEGA. Excellent condition and finish. Only 950 hours. 15m winglets and 17m wingletted extensions. Complete outfit with full panel, oxygen, covers, Aluminium trailer and tow out gear. £16,500. Tel: 01788 568182 (work) or 01455 552836 (home).

PHOEBUS 17C 1969. 17 metres and 42:1 glide. Complete outfit in good condition with new CofA. GRP trailer, tow-out gear. Tailchute, Cambridge vario, Dolphin, OK Barograph, 720C radio. £8000. A bargain. Tel: 01843 233426 (daytime) 01227 450430 (evenings).

K6CR. Good condition, nose hook, lever trim, excellent modern 4 wheel metal trailer, CofA from May. Based North Hill. £4900. Tel: 01395 514359

LS6-C 18W Comps No. 941, 1994, immaculate, past Nationals winner, low hours, full panel includes SNAV & GPS. Cobra trailer, rigging aids, etc etc. £43000 Contact Richard Smith 01865 725540 (evenings) or 07775 697527

MOTOR GLIDER IS28M. Good touring machine. VP Prop. 80kts Cruise, 2.5 gph, Ret u/c. £16000 ono. Tel: 01482 665507.

NIMBUS 3

25.5 metre wingspan, built 1988, 1000 hours. Full competition instrument panel inc. Varcom 2G flight computer with moving map display, Garmin GPS and logger. Fully re-upholstered cockpit fitted with tinted canopy, fin tank, dual batteries, bug wipers. One-person tow-out gear, brand new trailer with one-person rigging aid. Everything in first class condition, no accidents. Can be seen at Lasham. £34,000.

Tel: 01420 89364 anytime

DG300 1987

One syndicate since new. 1200 hrs/600 launches. Blown wings. Controls self-connecting. Immaculate gel coat. Tinted canopy. LX1000 vario. Full instruments +T/S. Komet trailer. Full tow out kit. Large capacity water bags. Ready to go £25000 ono. Separate negotiation: Garmin 100, Dittel FSG70 760 channel radio. Delivery July/August 1999. (waiting for new ASW27). Phil Jarvis, Silvam, The Mount, Highclere, Newbury, Berks RG20 9QZ. Tel: 01635 254422. E-mail pjarvis334@aol.com

1992, LS6c, Cobra Trailer, twin axle. Full panel, tow-out kit, covers, parachute and every extra. All immaculate. Total time 400hrs. Never damaged, one owner. £39,000. Tel: 01844 208157.

ASW20F 1080 hours, as new, full competition rig, trailer & tow-out gear. South Africa. Export arranged. £18 000 ono. Email: ajvink@icon.co.za or 27-31-767 2837 (H)

NIMBUS 3, 25.5 metre wingspan, built 1988, 1000 hours. Full competition instrument panel inc. Varcom 2G flight computer with moving map display, Garmin GPS and logger. Fully re-upholstered cockpit fitted with tinted canopy, fin tank, dual batteries, bug wipers. One-person tow-out gear, brand new trailer with one-person rigging aid. Everything in first class condition, no accidents. Can be seen at Lasham. £34 000. Tel: 01420 89364 anytime.

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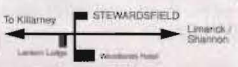
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