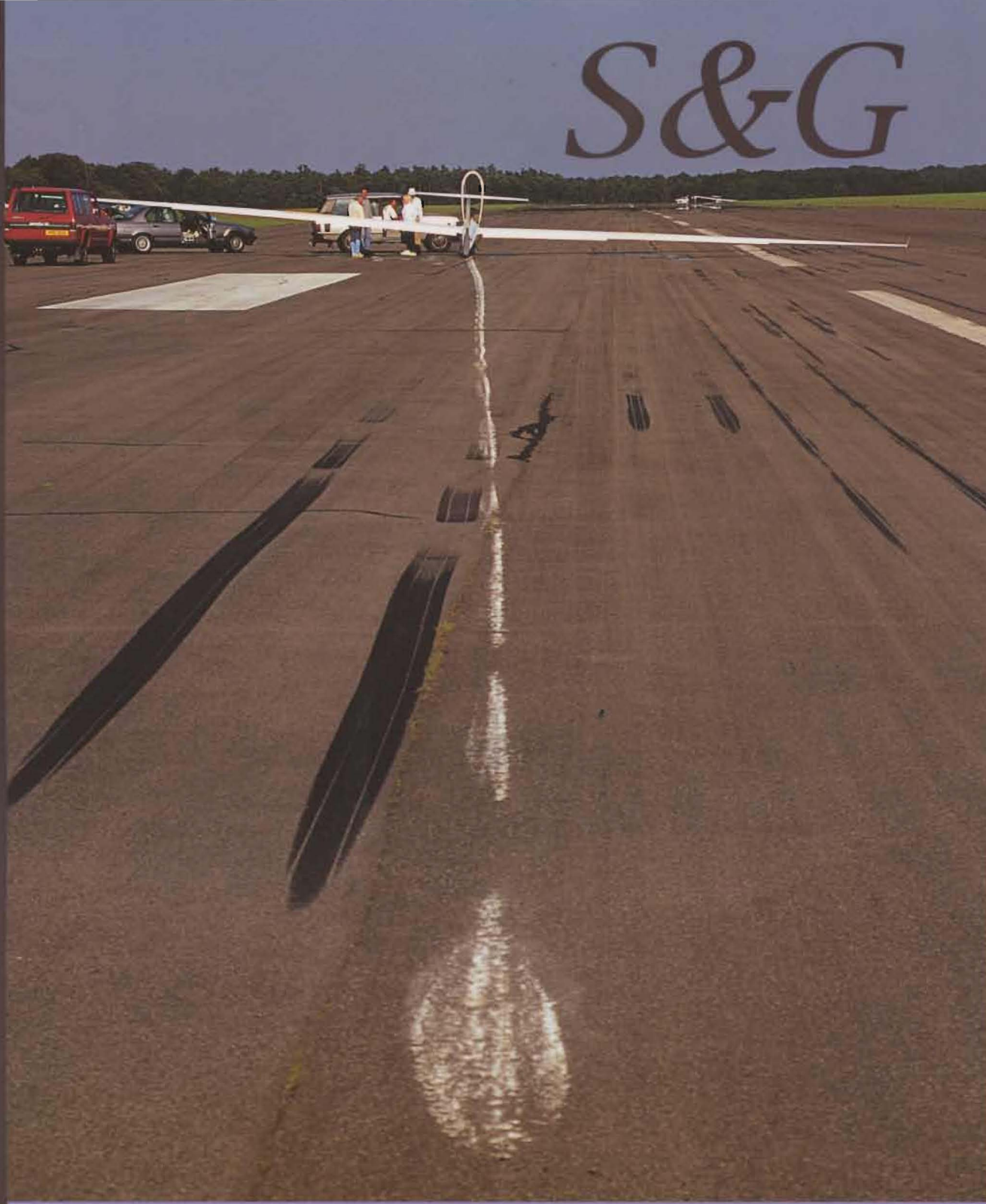
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S&G



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British Gliding Association

October ~ November 1999
Volume 50 No.5

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White Planes Picture Co.: There is No Substitute For Span, nor, is there much substitute for a nice fat pair of 'Mr Dunlop's finest'.

"Runway Art" courtesy of 527, an otherwise two-wheeled AWS22, having been landed wheels-up at Lasham.

Sailplane & Gliding

13 **Planning for the Future**



Dick Dixon, BGA Chairman, gives details of the BGA's organisation and appeals to members to contribute their ideas for future plans.

16 **Women's Europeans**



We walked away with first, second and third places in the Standard-class in Lezsno. Sarah Harland, standard-class winner writes about the competition.

28 **Open-class Nationals**



Once again, a careless Pete Harvey left his diary lying around. It contains a candid report of this year's Open-class Nationals. Photos from the White Planes Picture Co.

40 **Now Hear This!**



Fed up with bad use of the radio, Dave Unwin gives some background history and modern advice on how not to irritate others with unecessary chat.

44 **Competition Enterprise**

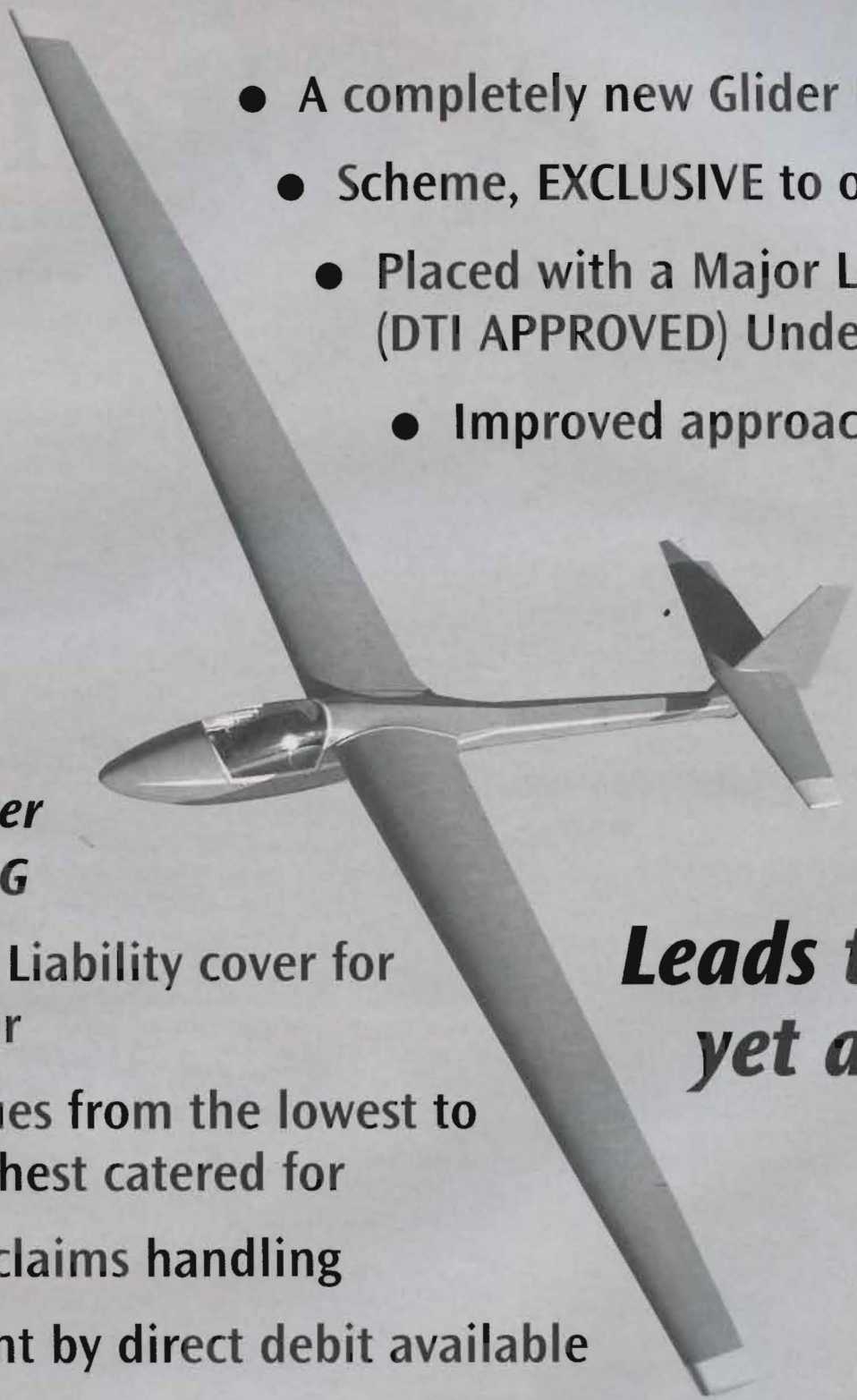


Alastair Robertson, who came joint third in the competition, gives a report on the somewhat wet goings-on at Cairngorm Gliding Club this summer.

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BGA and General News

A Word from the Chairman

We have been giving much thought to the implications of the Millennium.

I don't just mean the heralded 'bug' – although it is obviously important that we get our computer systems right. Great changes are taking place and will, without, doubt, continue to do so.

The BGA must monitor those changes which will have particular impact on our sport. We must ensure that, as far as it is practical, we inform and influence those who will be taking the decisions. They should be made aware of the needs of glider pilots, and the knowledge, skill and experience that we are so fortunate to have within our community.

An example of the way in which we are faced with change is the intention of the Government to separate National Air Traffic Services from the CAA and sell 51% to a private sector 'strategic partner' with, no doubt, a motivation for profit. We also view the development of the JAR regulations with some concern. We will keep in touch with the CAA as negotiations begin in connection with JAR OPS 2, which covers 'Aerial Work and General Aviation'. These are areas where gliding might be affected and we need to make sure that our interests are taken fully into account.



We continue to talk to the CAA about licensing & certification of self-launching sailplanes. I am pleased to report that we seem to be making progress towards a hopefully satisfactory outcome.

The Management and Services Working Party of Project 2000, responsible for reviewing the way in which the BGA operates, has met regularly under my chairmanship. We invite you to help us with our task (see: p.13), and urge you to contribute to our research.

–Dick Dixon

Roadside Recovery

Tony Challis urged us to write to Green Flag, persuading them to exempt glider trailers from their new length-restriction of 6.42m (*S&G*, Apr/May 99, p.8).

I wrote back in April using the following arguement: a glider trailer might be long, but it is narrow, low, lightweight, and less of a handling problem than a caravan (they accept caravans). I wrote again in May and, like Tony Challis, am still waiting for a reply. Telephoning was a waste of time; my question was carefully noted, but must have gone into the same rubbish bin as my letters.

I have since tried Britannia Resuce who were much more helpful. They also have a length limit, but will consider exceptions if you get their written agreement in advance. They gave verbal agreement over the telephone and written confirmation by post the following day. The trailer cover is at no extra charge. They are also cheaper than Green Flag. Freephone: 0800 591 563.

–Brian Brown

Don't forget Angie Veitch's discovery (*S&G*, Aug/Sep 99, p61) of the Organisation of Horsebox and Trailer Owners. Telephone: 01488 657651.

CAA Expands Safety Web-site

More information on pilot licensing is just one of the features of the Civil Aviation Authority's expanded Safety Regulation Group Internet site at http://www.caa.co.uk.

This is in line with the CAA's continuing commitment to share information as widely as possible within the aviation industry. As a result, from today, pilots will be able to search for information such as details of medical examiners in their area, and the answers to the questions most frequently asked about the new European JAR-FCL pilot licensing requirements. They will also be able to order CAA forms.

"Putting this information on the SRG site represents an important first step in improving the accessibility of the Safety Regulation Group to all elements of the aviation community through the Internet." said SRG's External Relations Manager, Tom Hamilton. "We chose personnel licensing as the first significant building block within the site because it is subject to enormous change with the introduction of new harmonised European flight crew licensing and medical requirements.

"We believe that the Internet is a powerful communication tool which has the potential to benefit all sections of our audience. This is perhaps particularly true in the case of meeting some of the expectations of our very large numbers of licence holders – 51,000 active holders of UK private and professional pilot licenses, 2,500 air traffic controllers and some 11,500 licensed engineers."

"Understandably, our Personnel Licensing Division receives a great number of inquiries from the aviation community," said SRG's Head of Personnel Licensing, Dr Ken Edgington. "They come from pilots and engineers about licences, ratings and medical certificates and about transferring to new European licences. We hope that by putting much of this information on the CAA Internet site they will be able to find it quickly and easily, while at the same time allowing our own SRG staff to concentrate on maintaining service levels."

SRG is keen to get feedback from industry and individuals about this important first step and what other information they would like to see displayed on the site. The new site now has a dedicated feedback option for this aspect.

See: http://www.caa.co.uk

BGA and General News

National Ladders

The following tables list the National Ladder positions as at the end of July.

Open Ladder

	Pilot	*Club*	*Score*	*flts*
1	John Bridge	CAM	9262	4
2	Sarah Harland	CAM	6811	4
3	Rod Ward	CAM	6251	4
4	Tim MacFadyen	B&G	6157	4

Weekend Ladder

	Pilot	*Club*	*Score*	*flts*
1	John Bridge	CAM	7433	4
2	Fred Sheppard	BOO	4557	4
3	Paul Crabb	The SC	4345	4
4	Adrian Hatton	FCO	4216	4

Junior Ladder

	Pilot	*Club*	*Score*	*flts*
1	Richard Hood	FCO	3833	4
2	Jeremy Hood	FCO	3521	4
3	Pete Thelwall	CAM	3101	4
4	John Tanner	DEE	2953	1

–John Bridge

BGA Lottery

Winners of the July draw were:

F. J. Tucker (first prize)	**£87.75**
Runners up:	
C. Clarke	£17.55
K. Olpin	£17.55
A. Mason	£17.55
C. Robinson	£17.55
P. J. Wilby	£17.55

Winners of the August draw were:

S. F. Duerden (first prize)	**£84.75**
Runners up:	
D. Johnstone	£16.95
R. H. Dixon	£16.95
D. Gill	£16.95
S. Knox	£16.95
M. I. Gee	£16.95

Another New Editor

As from the beginning of October this year, the editor of *S&G* will be Helen Evans. Her contact details are printed on the contents page of this issue.

I have not resigned – I have loved this job – but my contract, for which I reapplied and went again to interview, has not been renewed.

I remain enormously grateful to those who welcomed me when I started, and who have supported me since. There are some very nice people in this community and I have enjoyed their friendship.

–Le Forbes

Obituary: Hugh Kendall

Glider pilots of the early post-war years will remember Hugh Kendall as a fine test pilot.

He was a key member of BGA no.1 Flight Test Group when it assessed the prototype Elliott Olympia. He also test flew the little Broburn Wanderlust before designing and building a wooden performance two-seat glider, the K1, known to his friends as the Crabpot. The K1 never went into production, probably due to its somewhat startling spin characteristics.

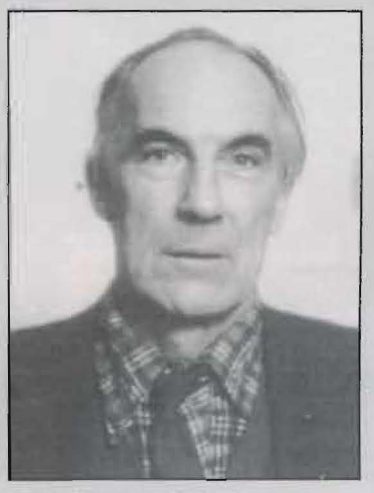
He involved himself with motorgliders by installing the starter motor from a Jumo 004 engine on a Petrel glider. This worked but was too underpowered. His fertile brain also produced perhaps the first total-energy variometer system and a method of overcoming that bugbear of light aeroplane pilots, carb icing. Sadly, he could not persuade the Ministry of Civil Aviation to be interested.

Born a Canadian, Hugh flew with ATA during the war, being awarded a commendation for successfully making his first sea landing after engine power loss and taxiing for 3½ hours trying to gain access to the Tay estuary. He married Anne Blackwell, also an ATA and glider pilot.

After the war Hugh worked with Miles Aircraft developing the Sparrow jet and designing and building the Summers-Kendall racing jet. During the sixties he worked for a time with ARB before joining Britten-Norman.

After Anne died Hugh continued to live on the Isle of Wight, commuting to work at Bembridge in his Jodel from a tiny field near home. Nowhere in the area seemed big enough to fly anything more than a model aircraft, but his 'airfield' was clearly marked by the local council with an enormous jet aircraft warning-sign on the road!

Hugh joined Britten-Norman as Experimental Test Pilot on 1/1/1970, having already been testing their aircraft on a consultative basis. In 1979 he was appointed Chief Test Pilot and from 1983 reverted to consultant test pilot until his retirement at age 73 in 1989. The successful development of the Islander and especially the Trislander were due to his work as CTP.



Hugh Kendall 1915 -1999

Hugh never made the limelight. He was just a quiet and immensely considerate human being who will be missed by all his friends.

–Ann Welch

BGA Development News

More Lottery Grants

Formal presentations of Lottery Sports Fund Award cheques were made on Sunday 18th July at both the East Sussex and the Kent Gliding Clubs.

East Sussex GC received £40,950 towards two reconditioned K13s and a K21 which was formally named in honour of the late Cliff Kindell by his widow, Joy Kindell.

Kent GC celebrated a new Skylaunch winch and a new hangar for storing machinery and ground equipment, to which the Lottery Sports Fund contributed some £95,000 (see Caroline Whitbread's piece under *Club News*, p.51).

The Trent Valley Gliding Club at Kirton Lindsey has also been successful with 65% of the cost of a new Skylaunch winch provided by the Lottery Sports Fund. That has been a long slog – but patience and perseverence have finally paid off.

The Lottery is by no means dead, but it is becoming increasingly difficult to make a successful application, due mainly to increasing competition for the available funds. Do speak to your development officer if you intend to apply for a Capital Sports Facilities Award.



Tony Kerwin-Nye, Chairman of East Sussex Gliding Club and Councillor Mrs Jo Lewry, Chairman of Lewes District Council, with the K21 dedicated to Cliff Kindell.

Those Significant Women!

The British women's team has made a clean sweep of the Standard Class at the Womens European Championships at Leszno, in Poland. Our juniors have distinguished themselves by coming second in each class at the World Junior Gliding Championships at Terlet, in Holland, and at the time of writing in late July, we have high hopes for further successes at the World Gliding Championships at Bayreuth, in southern Germany.

Yet, gliding and air sports continue to be excluded from Lottery revenue funding for coaching British teams under any of the World Class programmes. The reason given is that Sport England and The UK Sports Council have decided that gliding is "not an internationally significant sport".



Jack Wilkinson of Sport England presents the cheque to Bernard Eastwell (president) and Tony Kerwin-Nye (chairman) of East Sussex Gliding Club.

That claim needs challenging. It is based upon public-attitude surveys which make no mention of gliding, and which tend to place all minority sports at a disadvantage.

British teams have gained international recognition in a sport where we have an exceptional record. In the last twenty years, the British team has produced a World Champion at five out of eleven World Championships and has had at least one pilot placed in the top three on eleven occasions.

However, we need to make full use of the publicity value of our successes. Otherwise, public apathy and ignorance about gliding will continue as part of our national culture. The BGA's Project 2000 Report addresses the importance of a publicity programme, currently being implemented, to tell the world more about gliding.

Our training is clearly on the right lines but its scope is limited by lack of funds. Squad training camps, as envisaged under our World Class Performance Plan, would enable our teams to realise their full potential as world leaders.

But first, we have to convince the Lottery Sports Fund that gliding is an internationally significant sport.

We are working on it. Your ideas and suggestions are always welcome.

–Roger Coote

Disused Airfields

We have already lost Greenham Common and Upper Heyford as safe havens.

The following press release, entitled "Flying in the Face of Development: Opportunities and conflicts arising from rural airfield changes of use" from the Economic & Social Research Council details some interesting research that has been done on the subject.

"Many disused and partially used airfields around the English countryside could form part of the answer to the search for sites for housing and business uses in rural areas, but local planners are faced with a particularly difficult regulatory task. Just how difficult is spelt out in a new ESRC-funded report by a team from Manchester University's Department of Planning and Landscape.

The potential for housing development is particularly relevant since many airfields are perceived as offering 'brownfield' sites, which might generate less acrimony for such use than greenfield sites in areas which are often very attractive. Sustainability concerns relating to landscape and traffic impact, however, will still render many sites unsuitable for housing, say a number of planning authorities.

This research has found that local authorities are ill-equipped to reconcile divisive local interests on these sites, with the competing interests of flyers, residents and potenual developers posing particular challenges.

The researchers surveyed 127 disused airfields (in the late 1980s, there were 372 disused military airfields, many of which came into being before the 1947 Town & Country Planning Act) and 130 in use (in 1996, there were 245 operating airfields, of which two-thirds were partially disused). Three case studies were carried out in Stratford on Avon, Selby and the Suffolk coast, which have twenty-two airfields in all.

Airfields harbour a hotch-potch of interests which make it all the more difficult for local authorities to look after everybody's interests. The most obvious, where airfields are still in use, is between flyers – commercial and leisure – and other interests located on the airfield and in surrounding areas. Flying is regulated in part by the CAA while local authorities with responsibility for planning also have a duty to protect flying activities from unsuitable new development.

Two thirds of local authorities use planning conditions to regulate flying times. But some local residents still feel that not enough is being done to silence the monotonous whirr of micro-lights while flying enthusiasts have been appalled at the nature of some restrictions. Hence, the report recommends both better guidance and a re-vamped regulatory framework with greater dialogue between local planning and the CAA.

The potential for re-use of airfields, however, is at the core of local planners' priorities. The greatest need, say the researchers, is to reconcile the competing desires of developers and flying groups with the concerns of local residents.

Use	disused	in use
Housing	14	3
Industrial	33	25
Business parks	14	6

Other activities: car boot sales; concerts; festivals; and motor sports. 40% of airfields were being used for something else.

VGC & RAFGSA Celebrations

The 1999 Vintage Gliding Club National Rally was held at RAF Bicester (22nd-31st May).

Since publication of the last *Sailplane & Gliding* the true magnitude of glider losses from our flying list in Britain has been revealed. Six gliders have been sold (either to America or Germany), four have to to museums and four have been destroyed by fires.

Nevertheless, the remaining fifty-five gliders, entered for the week-long rally, showed that our members can still put on quite a display. The organisation was superb and the palacial hangar was always ready for gliders in the case of rain. There were four supermunks, in wonderful condition, and a new winch to get us airborne.

In charge of matters were: Ken Sparks (weather prognosis); Roger Crouch (coherance of organisation); Martin Pike (flying operations); and Harry Chapple (hangar packing, etc.). They all did us proud. Nothing was denied us. Everything was possible! Air Chief Marshall Sir John Allison, himself a VGC members with three old gliders, opened the event with a good speach.

Our two latest restorations, a Slingsby Cadet and a Sky, were on show for everyone to admire. The Sky was flown successfully by its owner, John Tournier, and Robin Wilgoss, who had helped for a long time to get it airworthy.

We were very lucky to have with us Neelco Osinga and Jan Förster from Holland, with their Dutch/Spanish-built Kranich 2 B2. Also from Holland were Raymond van Loosbroek and Bert Strijks with their Rhönlerche PH354 which many of us had the opportunity to fly. Jochen Kruse came from northern Germany with a Condor 4 which he is in the process of restoring. Its fuselage bore witness to his excellent work. We were also visited by Manfred Hermelong from Achmer Osnabrück.

It was only the weather that did not come up to standard. We had only a day and a half of thermal flying. The best flight on the first day was 109km by Pete and Jill Harmer in their Ka2B. They won the Rodi Morganm Plate for their flight.

The second Saturday saw the arrival of all the most important surviving RAFGSA mambers, and many of them flew in two-seaters. One of the youngest of them was Andy Gough's son, with his own son, from Canada.

Some of these RAF pilots were amonst those who inherited the remains of the German gliding community in 1945. With over 16,000 gliders it had been the largest gliding movement of all time. We had on site some survivors from this great fleet: two Kranich 2s; two Mü 13D3s: one Rhönbussard; one Grunau Bady 2b; and one SG38. Unfortunately we did not have the opportunity to bring the pilots and gliders together. Instead the piltos were able feast their eyes on Rob Lamplugh's Spitfire 8c and a two-seater Mustang instead. The day ended with the appearance of a huge thunderstorm!

–Chris Wills, VGC President

FAI World Grand Prix Of Aviation

An official competition of the FAI, the International Air Sports Federation, the FAI World Grand Prix of Aviation (FWGPA) is a new sporting event, tailored to accommodate the technical, artistic and cultural dimensions of aviation through the 21st century.

The Pioneering Spirit

Although aviation was born one hundred years ago, the pioneering spirit of discovery and adventure still exists and is the driving force of the FWGPA, the only aviation competition traveling the world with a circuit of events each year.

Formula I & Figure Skating

The FWGPA is the first and only aviation competition to music: pilots fly a 'freestyle' program to the music of their choice and are graded on technical and artistic criteria, making this competition a 'mix of precision' between the performances of Formula I and figure skating.

Solos & Teams

The FWGPA is the first and only aerobatic competition open to the world's best solo pilots and formation teams: under fantastic physical pressure of up to 10*g* (10 times their weights), pilots must display to perfection a combination of rolls, loops, hammerheads or tumbles. A freestyle choreography for solo flights as well as for those who share their destiny in a formation team.

Upside Down Around The World

The FWGPA is the only international aerobatics competition that can be produced worldwide: thirty one events with the elite international aerobatic pilots have been held since 1990. Competitions have been held in Europe (13 events), USA (4), Canada (1), Japan (5) and China (8) with crowds of up to 300,000 spectators in one day. The pilots are selected within the frame of the Olympic movement through National, Continental and World Championships.

Objective 2000: A New World Champion Title

Twelve legs will be held each year (four in Europe, four in America, and four in Asia) with approximately nine solo pilots and four teams of pilots.

Each year the title of 'World Champion of Aviation - Artistic Flying' will be awarded for solo and formation flying and to aircraft manufacturers.

A Spectacular Format

The FWGPA was specifically designed to be displayed at large audience events such as Civilian or Military Air Shows, as well as more intimate environments such as presentations for VIP company guests. The FWGPA is different to classical competitions is a number of ways:

- Shorter duration (two hours compared with the more usual ten days).
- Opportunity for live broadcasting.
- The presentation is more attractive to the public (integration to major air shows, introduction of music, participation reserved to the elite, simple regulations, formation teams, live transmissions on giant screens).
- Media approach
- International participation
- A sufficient number of competitions each year to generate media interest.
- Production of TV magazines for international diffusion.

Art & Culture

There is an essential link between man and space, between the acrobat and the astronaut... This link provides an emotional and intellectual opening for a sports competition to be transported into an amazing show part of a 3D theatre where all performers are 'fighting against the spirit of gravity'.

Obituary: John Watson Leach

John Leach was born in 1912 at Ashover In Derbyshire. From October 1941 to October 1949 he was the Chief Engineer and Test pilot of Slingsby Sailplanes. He is believed to be the first glider pilot in the United Kingdom to successfully bail out of a glider when the Slingsby Type 24 Falcon 4 VM I 13 he was flying in December 1946 suffered a major structural failure and crashed at Wombleton. He had a second lucky escape when test flying the prototype 15 metre "Standard EoN", G-APWL at Thruxton in April 1960. The glider was hit by the Tiger Moth tug while taxiing at the launch point, the propeller destroying the cockpit, and catching the winder of the stop watch attached to his knee pad. John emerged shaken but unscathed from the wreckage. His career in aviation continued at RAE Boscombe Down as Head of the Helicopter Engineering Section and he subsequently worked on the development of the Hovercraft, liasing with the US Navy and carrying out overseas trials until his retirement in 1976. For many years he was a member of the BGA Technical Committee.



John in a T21 with Marshall of the Royal Air Force Lord Tedder (the ultimate P2!).

–Roger Colbeck

GLIDING EVENT OF THE YEAR

BGA ANNUAL CONFERENCE AGM & DINNER

Saturday 26th February 2000

Hanover International Hotel, Hinckley (on the A5 near Coventry)

✦ *It's Free*

Starting around 10am, and continuing until 5.30pm, the 2000 Annual BGA Conference and AGM will (again) be packed full of interesting talks, discussions and exhibition (including the latest gliders). As usual, it's **FREE**!

✦ *Dinner Dance*

Tickets for the Dinner in the evening are now available. As usual, there will be live entertainment after dinner. Lunch will also be available for a hot and cold buffet (pre-bookings required).

✦ *Hotel Includes Leisure Facilities for Residents*

The hotel offers full facilities, including a free leisure centre for residents (indoor swimming pool, Jacuzzi, spa, steam room and sauna). For those wishing to stay at the hotel, we recommend an early booking.

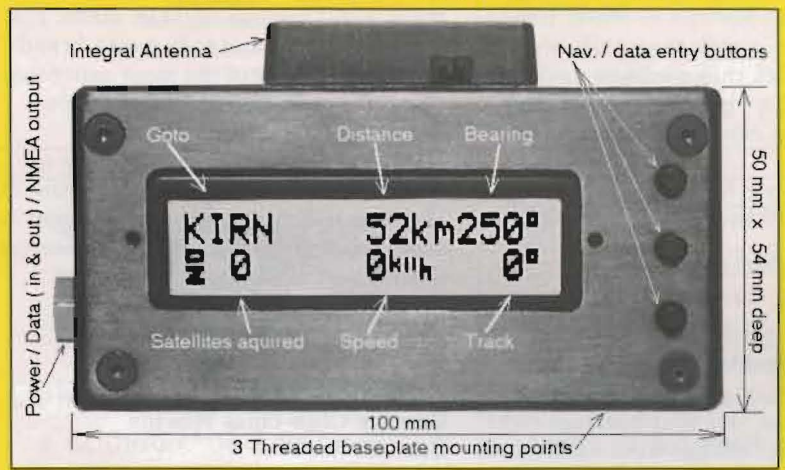
✦ *Book Early to Avoid Disappointment*

For more information or to book lunch and dinner tickets, contact Claire Thorne on 01280 705741/07808 614993
email: claire@vectorfields.co.uk; web site: http://www.vectorfields.co.uk/ogc/bgaagm.htm

To book accommodation please contact the Hanover International Hotel directly
Tel: 01455 631122 or Fax 01455 634536 quoting "BGA Conference and Dinner"

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A Proven Winner !!

European Standard Class	1st	(Paul Crabb)
European Club Class	1st	(Frank Hahn)
UK Open Class Nationals	1st	(Russell Cheetham)

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Letters to the Editor

Please see the Contents page of this issue for details of where to send "Letters to the Editor" for the December/January issue onwards.

Search for Primary Plans
Dear Editor

I am involved with a group setting up an Aviation Heritage museum in my home town of Timaru, New Zealand.

In addition to a gliding history we can boast an early local aviator by the name of Richard Pearce, who even today some say flew before the Wright brothers. Even if he did not, he was a very gifted local farmer who worked in complete isolation to develop his own flying machine, which successfully flew, complete with ailerons.

The museum is also the home of the first ski-equipped aircraft to land on snow. Of more interest to glider pilots is the close proximity of Timaru to the Mackenzie Country, the huge inland basin which can boast Mount Cook and Omarama, site of the 1995 World Gliding Championships.

Our museum wishes to recall the early days of gliding, both in Timaru and South Canterbury generally, and to that end we are trying to locate plans for Primary Gliders. We know that a Dagling or Zogling was built in Timaru and used in the early days of the local club.

This glider was, like many in its day, subjected to varying degrees of landing damage, and unfortunately, after one such incident, was stored in a building which was destroyed in the early 1970s.

If there is any reader of *S&G* who has in his possession, or has access to plans, we would appreciate the opportunity to arrange to have them copied. We have a number of retired RNZAF groundcrew who would welcome the chance to build a Primary from scratch, for display or even the odd hop!

I can be contacted by e-mail at g.bird@timaru.com or by post at 102A Gleniti Road, Timaru, New Zealand.

Grant Bird
TIMARU, New Zealand

Eclipse Soaring
Dear Editor,

On 23rd October 1976 there was a 90% eclipse of the sun at Waikerie, in South Australia. I resolved to be airborne in my Libelle.

The sky was fairly cloudy, with ragged cumuli and some fairly dense high-level cirrus, and I took off soon after the eclipse had started. The thermals were good to begin with, and my idea was to climb in them and note the effect of the eclipse.

I evidently made no note of my maximum height, but memory suggests it was about 7,000'. As the sky darkened the effect was, at first, negligible, but then quite sudden, and the thermals stopped altogether. I had a long, quiet glide down.

I was still airborne, though quite low, things started working again. My total flight time was over 2.5 hours. It never became totally dark but, especially under the heavier clouds, it was certainly very gloomy. It was altogether an eerie experience.

Martin Simons
msimons@camtech.net.au

Farewell to the K10
Dear Editor,

Bob Rodwell will be pleased to know that the K7/13 shown in the caption competition (*S&G*, Apr/May 1999, p.56) had the K10 marking removed at the last C of A. The marking was applied by the previous owners, no doubt to ditsinguish it from a K13. It was caused confusion at Brentor as we have a syndicate operating a genuine K10, a 15m version.

Our site has a hump in the middle, meaning the winch driver is unable to see the glider being launched until it comes over the horizon at about 100' in the air. If the launch marshall incorrectly identifies this modified model as a K10, and the winch driver responds accordingly, it can result in an interesting launch!

We normally refer to this particular glider as a K13 to avoid such confusion!

Gwilym Griffiths
GUNNISLAKE, Cornwall

Get Your Bearings Right
Dear Editor,

In his article "Get your bearings right" (*S&G*, Aug/Sep 1999, p.46) John Hoskins is overcomplicating a simple but very important matter.

The idea that we should be flying around adding or subtracting 180° to or from bearings in our head is an unnessecary increase in workload. He mentions VOR and ADF but we do not use these for navigation in gliders. What we *do* use are maps and/or GPSs.

The reason pilots read off the GPS display is that it is simple and error-free. Other pilots can immediately compare with their own display providing they are using the same reference point. There is no need for mental calculations at what may be a time of high workload. Perhaps the most usefull call would be something like: "XYZ 10km northeast Bicester 223° 9.8k to BIC, 3,000' QNH".

The debate needing to be addressed is which units should be used: Degrees true or magnetic, nautical miles or kilometers?

The best advice has always been KISS. Keep it simple ...

Denis Campbell
Booker, denis370@compuserve.com

The Alternative Euro
Dear Editor,

I am getting pretty cheesed-off with all this Euro currency codswallop and can't help but think that we should propose to the nation an alternative currency, which I propose should be called the 'launch'.

Its value will not be affected by the vagaries of global speculation, and it will have the advantage of being ultimately redeemable at the sites from which we fly. It should be split into two denominations: the 'tow', and the 'winch'. You can guess which is the most valuable!

Whilst shopping, more accurate and meaningful savings could be made. For example, by chosing to buy own-brand products, instead of the more expensive named brands you could easily save a couple of 'winches' on each visit.

Of course, although there will be no governmental interference in the running of this new currency, there might well be some problems in convicing ones nearest and dearest to embrace the concept!

Andrew Logan
EXETER, Devon

Gawler Club-class Worlds
Dear Editor,

I read Phil Hearne's letter with interest. I very much doubt if any British competition pilot will need to follow Australian pilots at the Gawler Club-class Worlds. Watch out fellas, as you live upside down, we are more likely to stand on your heads as we go by!

Ralph Jones
Southern Sailplanes
office@southernsailplanes.freeserve.co.uk



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IC-A3E

With reference to the short article in the last *S&G* ("How to Spend £70 in Four Easy Steps", Aug/Sep, p.46) I had the same problem with my ICOM.

Having charged the battery, to try out my new transceiver, it failed to work after just a short period. Nevynn International sent me a new battery, but the same thing happened. I realised that I might have short-circuited the terminals. Nevynn put me in touch with Icom who confirmed that if a warranty is still valid they will replace the battery.

If you have no warranty you can carry out a small soldering job. Unscrew the four battery screws, turn the pack over (label down) and lift the top away. Between two of the battery cells is a small black object, looking like a two-legged transistor. It is the fuse. Gently remove the fuse and take off the heat shrink. Melt the solder and fit a new 2-amp fuse, but please use a similar one or you might get problems next time you short the terminals. The hardest part of it all is replacing the heat shrink!

The new fuse can be ordered from Icom, part no 2.141 2A A/SURGE PCB FUSE FOR CM-166, at £1.03 +p&p. You could use a similar component from RS or Maplins. If you need more help you can get me on mike.towler@virgin.net

–Mike Towler







Planning for the Future

by Dick Dixon
Chairman, BGA Executive Committee

The BGA is reviewing its structure and operations. In this article, Chairman Dick Dixon describes the BGA its current operations and activities and asks for comments and ideas.

The BGA was formed in 1930 and, with a pause while operations were suspended during the second world war, has gradually developed and extended its activities as our sport has become more sophisticated, and the background social and political environment has evolved.

What the BGA does can now perhaps be divided under two main headings:

1. Essential activities carried out on behalf of the movement as a whole
This group would include, *inter alia*,

- Interface with the CAA.
- Negotiating and working with National Air Traffic Services (NATS)
- Liaison with the government.
- Co-operation with Air Accident Investigation Branch (AAIB) and accident investigation.
- International liaison (FAI, Europe Air Sports, EGU, JAR, ICAO etc).
- Issue of C's of A and gliding certificates, badges and licences.
- Technical support for gliders and tugs.
- Advice and support for individual members.
- Publication of *Laws & Rules* and *Operational Regulations.*
- Maintenance of secretariat and administration function.

2. Additional Services and Activities
In this group I include those matters with which the BGA is involved, but which may not strictly speaking be regarded as 'compulsory', for example, the provision of the following services:

- Coaching and Instructor Training.
- Maintenance of insurance cover for instructors.
- Advice and support to clubs on development, site safeguarding, planning matters, lottery & Sports Council grant aid.
- Advice and information about safety.
- A framework and set of regulations within which the UK gliding movement can organise and compete in regional, national & international competitions.
- The publication of *Sailplane & Gliding.*
- National marketing and publicity.

I realise that these lists are not exhaustive and that the reader will be able to add to them, juggle them around or remove items. The idea is to provide a feel for the current activities in which the BGA becomes involved.

Existing Organisational Structure
This is the way it currently works (see also the box-diagram,below):

The membership, meaning the clubs, decide on broad policy in General Meeting and elect an Executive Committee to run the day to day affairs of the BGA. The Executive has a Chairman, a Vice Chairman, a Treasurer and, of course, a Secretary who is an employee of the Association. It meets regularly, normally monthly, and appoints a number of sub-committee chairmen to carry out the more specialist functions on its behalf.

The sub-committees are as follows:

- Instructors Committee & Coaches
- Safety
- Technical
- Airspace
- Competitions and Awards
- Development
- Magazine
- Staff and Administration
- We are also currently planning to appoint a Web Site Manager

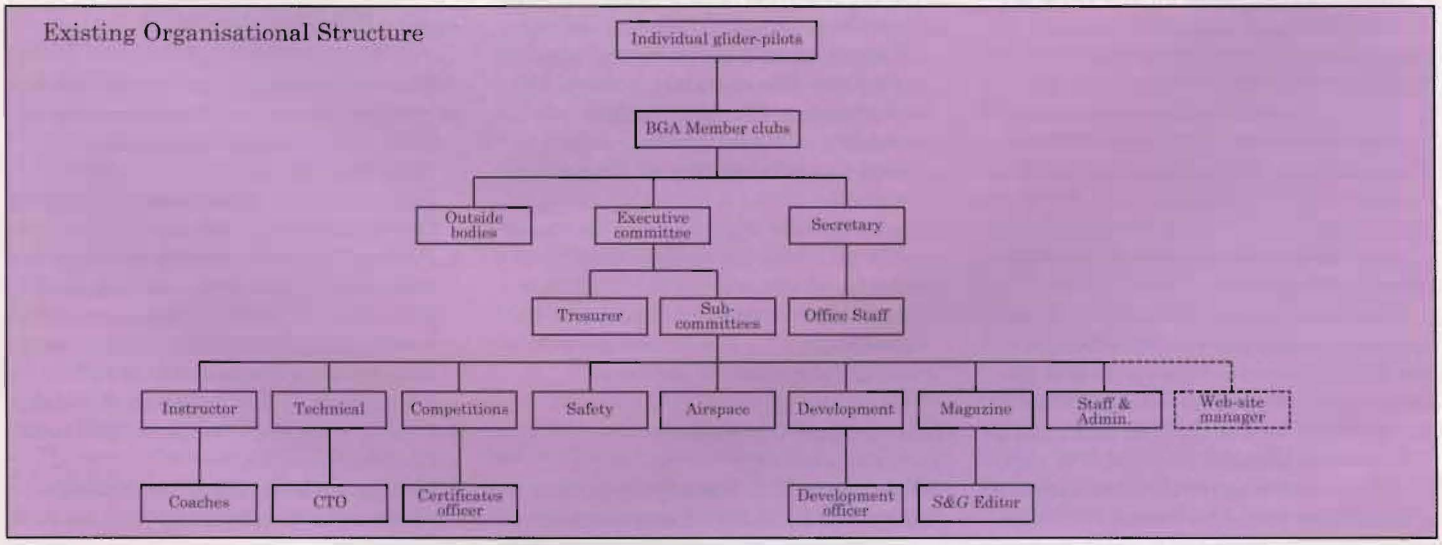
In addition the BGA appoints delegates to the RAeC, EGU and IGC.

Minutes of the sub-committee meetings are considered by the Executive which approves of the decisions and proposed actions or requests clarification or occasionally asks for changes.

The sub-committees interface with the membership in various ways and these can best be described by setting out the Terms of Reference, which including the Executive committee are as follows:

Role of The BGA Executive

1. To determine policy and objectives of the Association.
2. To set up an organisational structure, appoint officials and sub-committee/working-party chairmen to carry out agreed policies and to co-ordinate and supervise their work.



3. To ensure that there is adequate communication between glider pilots and the BGA Executive members, officials and sub committee members so that :
   a) The demand by pilots and clubs for services from the BGA is known.
   b) The Executive can monitor the degree to which this demand is satisfactorily met.
4. To accept responsibility for the budgets of the Association and for any variances between budgets and actual profit/loss.
5. To exercise sporting powers for gliding in the UK which are delegated by the FAI through the RAeC to the Assn.
6. To represent the interests of clubs and their members at national level.

Airspace Committee
Terms of Reference
The Airspace Committee is responsible to the Executive Committee for:
1. Ensuring for glider pilots the maximum freedom for local and cross-country flying consistent with levels of risk currently accepted by the CAA in all other aspects of air safety.
2. Retaining existing airspace exemptions, and resisting the introduction of additional regulated airspace from which gliders are excluded when it does not conform with (1).
3. Examining regulated airspace, and where it does not meet the known criteria used to provide legislation for that form of airspace, make active representation consistent with (1).
4. Maintaining the liaison with appropriate government deptartments and other organisations with a view to achieving the BGA's objectives concerning airspace.
5. Maintaining liaison with the Political Committee and the Public Relations Officer, as required, for the BGA to adopt the most effective means of achieving (1), (2), (3), & (4).
6. Education of BGA club-members in airspace matters, and co-ordinating their assistance and evidence when appropriate, to maximise the effect of (4) and (5).

Competitions & Awards Committee
Terms of Reference
The Competitions and Awards Committee is responsible to the BGA Executive for the policy and administration of all competitive, record, annual award and badge flying within the UK, particularly:
1. To ensure that all FAI and IGC regulations, codes, rules etc., are appropriately interpreted and complied with.
2. To develop suitable British competition rules within the context of IGC rules, to review and update these as necessary, and to ensure that all British national championships and qualifying (regional) competitions are properly run.
3. To encourage, promote and take interest in all forms of competitive gliding including, where appropriate, those falling outside the scope of the established contests identified in (2) above.
4. To develop and operate suitable selection procedures, Rating and Priority Lists; to supervise British entries to World, pre-World, European and other international competitions. To recommend the appointment of the Team Managers where necessary.
5. On behalf of the Executive Committee generally to monitor and oversee the expenditure of financial budgets established for international competitions and using the public and/or BGA funds so that that expenditure is in line with the guidelines relating to each budget. To appraise the Executive Committee of any queries or areas of non-compliance which are administrators of such budgets.
6. To be ultimately responsible for the validation of all badge claims.
7. To validate all record claims.
8. To recommend the annual awards of the BGA flying trophies.
9. To maintain contact with and brief the BGA. IGC delegate so that BGA policies and views are suitably represented with the IGC or FAI.

Development Committee
Terms of Reference
The Development Committee is responsible to the BGA Executive Committee for:
1. Advising and helping founder groups in the organisation of new clubs and sites.
2. Providing better liaison between the Association and its clubs and encouraging the efficient and business like development of club activities.
3. Advising new and existing clubs about financial grants and loans available.
4. Investigation of problems considered to be affecting the growth and development of the sport.
5. Promotion of ideas considered to be constructive for the future growth and development of the sport.

Instructors' Committee
Terms of Reference
The Instructors Committee is responsible to the Executive Committee for all aspects of flying in gliders and motor gliders, and in particular:
1. Determination and reviewing regularly the instructional and flying supervisory needs of the gliding movement and devising a training strategy to meet those needs.
2. Disseminating training policy, guidance of the Examiners Panel and monitoring their activities to ensure that they carry out their Terms of Reference.
3. Providing planning and programming the work schedules for the National Coaches and the Examiners Panel in accordance with the agreed strategy.
4. Preparing a budget for the coaching and flying operation and monitoring the actual income and expenditure.
5. Approving in consultation with the Senior Regional Examiners and coaching staff the appointment of Chief Flying Instructors.
6. Assessing, in conjunction with the Safety Committee, the validity of instructional practices in the light of the current accident trends and the development of gliders.
7. Liasing with the CAA where necessary on matters pertaining to the operation of gliders, motor gliders, tug aircraft, and to pilot licensing.

Magazine Committee
Terms of Reference
The Magazine Committee is responsible to the BGA Executive Committee for:
1. Determining broad policies for editorial and advertising matters
2. Ensuring, in collaboration with the Administrator and the Editor, that a high standard of production and content of the magazine is maintained and that it is financially self supporting.
3. Making recommendations on editorial appointments.

Safety Committee
Terms of Reference
The Safety Committee is responsible to the BGA Executive Committee for all aspects of safety in gliding, including:
1. Collating and analysing of all accidents/incidents as currently defined in *Operational Regulations.*
2. Producing and publishing statistics and safety info. Interpreting statistics, in particular determining whether specific trends exist in the pattern of accidents. Making recommendations for action appropriate to any determined trends.
3. Liasing with the CAA Accident Investigation Branch.
4. Liasing with the BGA committees where appropriate.

Technical Committee
Terms of Reference

The Technical Committee is responsible to the BGA Executive Committee for:

1. The airworthiness of gliders, motor-gliders, tugs and their associated airborne and ground-support equipment.
2. Promulgating technical information and advice to owners and operators.
3. Monitoring the airworthiness scheme and liasing with CAA and other bodies as required.
4. Appointing inspectors to implement the airworthiness scheme and monitoring their performance.
5. Furthering the development of gliders both structurally and aerodynamically.

Staff & Administration Committee
Terms of Reference

The Staff & Administration Committee is responsible on behalf of the Executive Committee for confidential matters, e.g.:

1. Assisting and advising the Chairman on staffing matters.
2. Assisting and advising the Treasurer on financial matters.
3. Dealing with other matters concerning the administration policy of the Assn.

The committee will comprise the Chairman, Vice-Chairman and the Treasurer with power to co-opt as appropriate.

Conclusion

This then is the way in which the BGA is structured and operates at the present time. Your Executive Committee has decided to carry out a comprehensive review of the BGA's organisation and operations and has set up a project team under my chairmanship with the brief to investigate and report recommendations.

I am inviting any reader who is a member of a BGA club to let us have your thoughts, ideas and comments on what we are currently doing, what you think we should be doing but which we are not, or what you think we should do differently. In formulating your ideas please bear in mind that the BGA, like any other organisation, has to work within a budget; in other words it all has to be paid for!

If you, would like to help us with this please address your comments (to reach us not later than 31st October 1999) either in writing, by fax or email to:

BGA Review Project, Kimberley House, Vaughan Way, LEICESTER, Leics LE1 4SE. Fax: 0116 2515939
Email: bga@gliding.co.uk

When we have thoroughly analysed all ideas and comments, and perhaps added some of our own, the Project Team will be in a position to give careful consideration to what changes it feels need to be made, and it will submit its recommendations to the Executive together with any proposals for revisions of the BGA's organisational structure.

I look forward to hearing from you!

It's a Culture Thing

by Pete Stratten
Chairman, BGA Safety Committee

Any accident has a profound effect within the club, and sometimes more broadly within the gliding movement. Perhaps one of the more significant lessons learned from any particular accident, and the response to it, is a misunderstanding of what went on, and the actions taken to prevent a reoccurrence.

"One of the unfortunate things about human beings is our failure to realise that an accident is the result of people not learning from the experience of others; we often ignore obvious dangers because the safe solution is embarrassing (it seems 'silly') or is 'expensive'. We often forget that the cost of an accident can be far higher, particularly if someone is hurt or killed."

Those words were written by Ian Oldaker, when he was Chairman of the Soaring Association of Canada's Safety Committee some years ago. It was his introduction to a paper explaining the value of developing a culture of safety. Ian went on to raise a number of pertinent issues, including incident reporting, discussing accidents, training for safety, teaching pilots to think ahead and minimising risk.

The BGA Safety Committee, along with many others, is working towards helping the Association and its clubs to develop and improve safety issues. Sadly, it is probably too late for many of us to significantly change our attitude towards the safety culture – we cannot change our experiences and it's difficult to unlearn conditioned practices. However, it is certainly never too late for any of us to influence what our new members perceive to be safe, and unsafe, practices.

For the foreseeable future, the Safety Committee will be putting a lot of effort into developing a number of projects that are all aimed towards raising safety awareness among the BGA membership by letting people know as much as possible about the lessons to be learned from accidents and incidents. The tried and tested (not to mention popular) lists of gliding accidents will reappear, and a more in-depth and punchy approach will be taken to using unidentified examples of incidents and accidents to help get the message across in *S&G*, via the internet and on your club notice boards. Somebody is bound to feel that it's *their* feathers that are being ruffled – sorry in advance, but if the hat fits...

However, the only way any real improvement will be made in the appalling BGA accident record is if all supervisors and pilots think ahead a little bit more and operate accordingly. The Safety Committee will help provide the food for thought, but only you can decide if you want to use it.

Ian Oldaker again: "Let us consciously try to develop a Safety Culture, by which we train our up-and-coming pilots to think, act and fly safety. If for no other reason than that we save the life of a friend or two, it will be well worth it."

Victory in Europe!



by Sarah Harland

As the National Anthem played, three Union Flags rose victoriously above the podium. They were flying not only for the three victorious pilots, but also for the whole British Team and for every BGA member whose contributions had made this victory possible!

The 11th Open European Women's Gliding Championships was held in early July, in Poland, but my preparation began in April. Having been voted onto the women's team, I was invited, along with selected juniors, to attend a training week in Ontur (Spain) subsidised by the BGA (see: British Team Training, *S&G*, Aug/Sep 1999, p.35). I had never flown a glider abroad, so I jumped at the opportunity.

Former World Champion, Andy Davies, greeted us: "If anyone has come for a gliding holiday, they can go home now – you are here to work!" That was exactly what we did. Our days began at 9am when we unpacked the hangar. Briefing, flying, hangar-packing and final debriefing took us through to 8pm. It was good practice for a long competition.

We flew cross-country every day, alternating between flying our own gliders and flying the Duo Discus with the coaches. I had previously flown at my club, or in competitions, as an individual, but the idea at Ontur was that we should learn to fly as a team and work with our fellow competitors.

Andy, Brian Spreckley and Martyn Wells also drew upon their great experience of international competitions. They explained how different it is to flying at home, even at National level. In Poland, they told us, all the pilots would be of an extremely high standard, and would not fall away during a flight. We also learned that speed points are given a much greater value than in the UK, and just ten minutes extra time, on a long task, can cost 100 points. Finally, we were warned to pace ourselves and not get tired. International competitions are as long as the tasks, and it becomes vital not to burn yourself out before the next day's flying.

We were divided into two teams – the women, and the new juniors. Not only did we have to help our own team members, but give pertinent information to the other group without gabbling on – difficult for a woman! At first, the extra workload of using the radio seemed impossible, and we tended to slow each other up. However, the coaches' persistence slowly paid off, and our cross-country flying became more efficient.

I returned home to a typical English spring before packing for Leszno. The apprehension I had about attending a prestigious competition over an alien soaring landscape were soon soothed by the thought of the other pilots to be flying in the team. My colleagues in the Standard Class were Gillian Spreckley and Lucy Withall, who had flown very successfully together at the same event in 1997 when it was held in Slovakia. In the 15m-class were record-holder Pam Kurstjens and Rose Johnson, whilst the Club Class was represented by Jane Lewis and the only other newcomer, Sue Armstrong.

The 2nd World-class World Championship was to run concurrently, so we also had the great experience of Pete Sheard and David Innes to add to the team. Coordinating everything was Team Manager Bob Bickers. He ensured that flying was the only thing we had to be concerned with.

Arriving at Leszno, I soon discovered that flying at an international level is about much more than just being competent. Every entrant is already a skilful cross-country pilot. The skill of successful team-flying is the edge that the winners have. Most of us know that on those dreaded blue days we can fly much more confidently if there are regular gaggles of circling gliders to hop between.

Team flying is similar in all weather conditions. A small group of capable pilots flying beside each other will cover a much larger area of sky than an individual, and hence will find those choicest climbs, and will finish more quickly. Even when not together, we would discuss start times, routings and the changing weather conditions, in order to improve the decision-making process and calm

Results – 15m Class

Place	Name	Country	Type	Points
1	Toporova, Valentina	Ukraine	Ventus 2B	6,641
2	Veprekova, Jana	Czech	Ventus C	6,432
3	Machinek, Angelika	Germany	Ventus 2A	6,373
4	Demczenko, Bozena	Poland	ASW 27	6,329
5	Mayer, Ingrid	Germany	LS 6B	6,242
6	Skalskiene, Edita	Lithuania	LAK 17A	6,155
7	Klossok, Annette	Germany	ASW 27	6,152
8	Zejdova, Hana	Czech	SZD-56	5,915
9	Kurstjens, Pamela	GB	ASW 27	5,695
10	Weinreich, Gisela	Germany	LS-6	5,500
11	Johnson, Rosemary	GB	LS-8	5,055
12	Netusilova, Alena	Czech	Ventus 2A	1,795

Results – Standard Class

Place	Name	Country	Glider	Points
1	Harland, Sarah	GB	ASW 24	6,150
2	Spreckley, Gillian	GB	LS8	6,097
3	Withall, Lucy	GB	Discus B	5,855
4	Goeke, Gundula	Germany	LS8	5,830
5	Casper, Christaine	Germany	LS8	5,736
6	Schaich, Cornelia	Germany	Discus	5,629
7	Kussbach, Sue	Germany	Discus	5,613
8	Bolla, Maria	Hungary	Discus CS	5,433
9	Dankowska, Adela	Poland	SZD 55	5,420
10	Kuthanova, Lenka	Czech	Discus	5,362
11	Michalak, Anna	Poland	LS8	4,974
12	Rynkiewicz, Halina	Poland	LS8	4,933
13	Cerna, Eva	Czech	Discus	4,479
14	Lassing, Anna	Hungary	Discus CS	3,987
15	Chichlakova, Vera	Russia	Discus	3,790

Results – Club Class

Place	Name	Country	Type	Points
1	Luyat, Claire	France	Pegase	6,611
2	Biedermann, Joanna	Poland	Bravo	6,044
3	Czmiel-Paszyc, Maxi	Poland	Jantar Std 3	5,916
4	Golkowska, Sylwia	Poland	Jantar Std 3	5,858
5	Marszalek, Krystyna	Poland	Jantar Std 3	5,799
6	Treslova, Jana	Czech	ASW-15 B	5,578
7	HHaas, Gudrun	Germany	Libelle Std	5,499
8	Svindova, Tamara	Russia	Jantar Std 3	5,419
9	Geyer, Swaantje	Germany	LS-1D	4,941
10	Armstrong, Susan	GB	LS-4B	4,680
11	Stampke, Sylvia	Germany	LS-1F	4,664
12	Lewis, Jane Patricia	GB	LS-1F	4,449
13	Vokrinkova, Hana	Czech	ASW-19	4,386
14	Novakova, Dana	Czech	ASW-15 B	4,023
15	Galvelyte, Jurgita	Lithuania	Jantar Std 2	3,652
16	Vilne, Daina	Latvia	Jantar Std 3	3,612

our nerves. Gill and Lucy soon returned to their previous team form. It took me a while to learn to fly *with* them rather than as an individual, but the results of flying cooperatively were evident.



Sarah Harland.

The practice week gave us the first opportunity to fly together, and shake out all those niggling problems. It was then that the crews really helped, adding their expertise in the rôles of doctor, glider repairers (often staying up all night – and not just for the drinking) and even translators of Polish. The latter proved invaluable even before we had all arrived. In the Polish Highway Code, overtaking is seen as a sport second only to gladiator sparring. One crazy motorist threw his car at a ditch at the sight of Lucy's trailer, before insisting it was entirely her fault. It's easier to argue with an armed policeman when you have the support of a native Pole on the mobile!


Lucy Withall.

The practice week was also our first exposure to the new rules for international competitions. A maximum speed for crossing the start line was given as 150kph, but this was later downgraded to a 'recommendation' thanks to Bob). Another rule involved the triggering of a pilot event marker, within thirty seconds of your start. As no restart was allowed within the following fifteen minutes dummy starts were more difficult.


Sue Armstrong.

The Germans and French have, for a long time, poured huge resources into their teams' training. Consequently, the Germans won the Standard and 15m classes in the 1997 Women's Europeans, as well as all the medals in the World Juniors, and the French won the Women's Club-class. On the first day of the 1999 competition, two German pilots got back whilst everyone else just ran out of day. Their previous skill and experiece paid off and they went straight into the lead. It is very demoralising to begin a competition in last place, but we were only a handful of points behind the winners and still within striking range.

The weather proved far from straightforward. As the days went by, we found our team-flying skills improving. We worked not only within our own classes, but passed weather information and ideas around all nine pilots.


Gill Spreckley.

Every morning World Championship pilots Brian Spreckley and Gerrit Kustjens would telephone with advice and encouragement. The pressure on the dominating German team was increasing as their lead reduced. Slowly we were nibbling our way through the rankings. Pete started it off by coming 4th in the World Class on Day 1. Jane, in the Club-clas, came second on Day 2, and Dave, one of only six finishers in all classes, came third on Day 5.

Then came a weak scratchy day developing into thunderstorms. It was just like home! A POST task was set. Fortunately, this was one theme on which we had really concentrated during our time at Ontur and during a Team Training weekend at Bicester. Our understanding of the rules meant we could opt to fly downwind to the boundary of the task area, dodging the active thunderstorms and ignoring most of the set turning points. Unfortunately, this entailed a mammoth 200km retrieve in continuous deluges of rain. Gill's car broke down, and I needed a tractor to suck my glider from the mud. Thanks to a great deal of crew cooperation, we all got back by 1am to discover that we had finished 1-2-3 in the Standard class. In the 15m class Pam had won, putting her in 4th position overall, and Rose had finished in third place. Now there was to be no looking back!

The last three days gave us a further British-style scratch, and two fantastic racing days. Our points were rocketing. By the end of the penultimate day we held, in the Standard class, overall 1st, 2nd and 4th places; but the four Germans were close on our heels.

On the last morning, with a lead of only 60 points, we held a pilots' meeting before briefing. The whole team was keen to help the three of us in every possible way. Their tactics ranged from tailing our competitors before the start to flying down track early for a sight of what lay ahead. We knew that the start would be critical – the Germans had only to be waiting behind, using us as markers, before bouncing past to victory. We also knew that they would be listening to our GB radio frequency. Planning ahead, we developed codes to use on the radio, and a start tactic was formed.

The day proved to be a corker! The coded met information was great, and the other pilots called their climbs down track. We romped round at 111kph and landed back to begin a tense minute-count. Had we done enough? Our competitors had started ten minutes after us but would they come back faster? The first German arrived at the line. It was going to be very close. When the provisional results were confirmed Great Britain had finished not only 1-2-3 on the day, but 1-2-3 overall! What a stunning result!


Pam Kurstjens.


Rose Johnson.

None of this would have been possible without the BGA coaching program, and the funding provided by every one of you, the members of the victorious British Gliding Association. Thank you to you all.

Tail Feathers

Platypus tells the tale of the Florida Bull

Baiting the Hook

To persuade speakers to leave the comfort of their homes and cross the Atlantic in winter time, a conference organiser must resort to every kind of bribe and inducement, as long as the budget can stand it. If the chosen speaker is a real bigwig, and is featured in a plenary session of all delegates (that is, not competing with two other guys in concurrent sessions) or is giving the after-dinner oration, then the organiser can offer a luxury hotel or even, it is rumoured, a transatlantic air ticket. I've had very fancy hotels on two occasions, but not the air ticket. Sorry – that sounds like a crude hint to would-be convention committees. It really is not. What follows, however, is most emphatically a hint to anybody who is listening.



...every kind of bribe and inducement.

At the Soaring Society of America Convention in Knoxville, Tennessee, in February 1999, the Chairman, François Pin*, needed a star speaker for one of the concurrent sessions. So naturally he asked... Justin Wills. However, Justin couldn't make it. So, working down some list (I'd like to see that list) François eventually lit upon me. By now the budget was exhausted and the only thing he could offer was his own brand-new ASW27, to be flown by me in Florida at the Seniors Championships, better known as Geezerglide, in early March.

That shows how desperate people can get when they are trying to fill a speaker-programme. One reason why François was willing to part with the ASW27 for ten days was that he wished to fly another glider in Florida, namely his PW5. He would be flying hors concours, naturally, since he is far too young to qualify as a geezer. He wanted to get contest practice in the World-Class before the 1999 World-class World Championships in Poland. So, if it were not for the PW5, I would not have had the lovely ASW27 to fly. For that reason alone, and for no other, I have a soft spot for the little 13.5m Polish ship. Thus it was that when I gave my talk at the SSA Convention "Sixty minutes wasted with Platypus" I told the audience with regret that I felt unable on that occasion to make jokes about a) tiny gliders and b) Frenchmen.

However that moral obligation has long gone – it was only meant to last sixty minutes, and I am amazed at my restraint so far. Besides, so many jokes, mostly in appalling taste and some couched in dreadful verse, have been made in the USA about FP and the PW5 and The Bull, that I see no point in holding myself back while others let rip.

My impression as a spectator was that the PW5 climbed splendidly, just like a Skylark 3. However it seems to descend just like a Skylark 3. Not bad at all, considering the difference in span of about twenty feet. Naturally the PW5 tends to land out more often than a modern 15m ship, even in the hands of top pilots, especially if the wind is unhelpful. (I am trying my damnedest to be tactful, you can see.)



...a large, over-amorous bull.

How Now, Brown Cow, Grazing on the Green, Green Grass?

Anyway, while the rest of us were drinking our evening beer on the verandah back at Seminole Lake, François landed in a Florida pasture, and carefully put a brown cover over the canopy. This presumably makes the front of a PW5 look like the back end of a cow. No, that is *not* my opinion, says he, looking nervously over his shoulder for libel lawyers, but it clearly was the opinion of a large, over-amorous bull.

Twenty five years ago, at the great French contest les Huit Jours d'Angers, (loosely translated as the Eight Days of Danger), the formidable Director at the first briefing commanded us "Mount your gliders!" (I think he meant us to rig them). I replied that we loved our gliders, but not that much. However the Florida bull did indeed love François's PW5, though the effect of his mounting it was more likely to derig it. A great hoof went through the canopy. Then, like the US Cavalry, François's crew turned up and, having been brung up on a ranch, simply shooed the beast away with an fearless flick of the wrist. The bull either recognised an experienced no-nonsense cow-hand, or more probably decided the PW5 wasn't very good in bed, but in any event it clambered off and skulked away, muttering to itself.

Le Crime Passionel

Of course this story made many more column-inches in the local newspapers than the entire US Seniors competition. That's the media for you. And since *S&G* is part of the media, we dwell on it inordinately too. Much play was made of the fact that the French are experts in all aspects of love (a legend assiduously spread by the French, as you and I know) but that this encounter was something to astonish even a Frenchman, etc. etc. The next day, back at Seminole lake, where with glue and yards of scotch tape François patiently got the canopy ready for the day's task, I said that since the PW5 patently lacked penetration (otherwise it would not have landed in that field) the bull was kindly

*François Pin lives in Tennessee, and is part of the great Euopean brain drain, having left France in his 20's to work in the USA, where he specialises in robotics and artifical intelligence at Oakridge.

offering some. Other jokes were not fit for this journal.

After the Championships in Poland I interviewed François by e-mail:

FP: We had three good days, four very marginal, two even more so marginal that they ended up being no-contest days. I finished 12th, which I am quit happy about, considering that two GPS blunders (senior moment? Already?) cost me a total of 900 points.



A full can of cattle-repellent.

PLAT: I hear there were only 25 contestants vs 41 in Turkey. Does that mean the class is in decline after a promising start?

FP: Nah. I think this was due partly to unavailability of gliders. Several teams could not secure gliders until the very last minute when the factory finally decided to make six or seven available for rent. Also, and perhaps the prime reason, several countries still have not developed an official selection process for picking their World-class Team pilots, so they ended up sending no-one, focusing instead on the WGC in Bayreuth. Now that IGC has confirmed that the World Class will be an integral part of the WGC starting in 2003, I think we are going to see continued growth through greater interest within the respective National Aeroclubs to have selected participants in an official WGC Class. Look at it this way: the World Class definitely has grown faster than the 18m Class that also will be officialized as a WGC Class in 2005... Well, not only will I not sell my PW5, but I am really looking forward to the 2001 World Air Games in Spain.... Despite the fact, you will note, that I am well aware that Spain is *the* country known for angry bulls...

PLAT: I hope you had a working mobile phone in Poland!

FP: Absolutely. I had followed your advice there, and it turned out to be a life saver. Well, sleep saver really, as it sped up each of the retrieves (five in a row!) by at least two to three hours.

PLAT: I'm afraid that I shall tell the Florida bull story in our *Sailplane & Gliding* magazine. I hope you don't mind. I am sure you are now beyond caring.

FP: Absolutely. Since the beginning of my soaring career, my retrieve adventures seem to have contributed to my fame much more than my racing speeds... And this one is way up there on my memorabilia shelf... You should see the pile of fan mail that I received about it... Hey, even at my arrival in Leszno, the Swidnick people wanted to dedicate the PW6 to me (and my bull) saying that something at the design time must have contributed to its pregnant-looking roundedness around the belly... And I also was the first contestant to receive a prize: on the first practice day, one of the Argentinean pilots made sure that I would not fly without a full can of cattle-repellent that he had brought especially for me from Argentina... I have to admit that those souvenirs bring me as much smiles as any of the medals on my shelf..."

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Workshop Glossary

(part 2)

Metric Sockets: Once used for working on German motorcycles and glider landing gear. A curiosity in most tool boxes that fits some nuts well, but not others. Handy for rounded nuts damaged by the *Impact Wrench*.

Wire Wheel: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses.

Hydraulic Jack: Used for lowering your glider tow-car to the ground after installing new brake pads, trapping the jack handle firmly under the bumper.

8'-long Douglas Fir 2x4: Used for levering tow-cars off *Hydraulic Jacks*.

Telephone: Tool for calling your neighbour to see if he has a spare *Hydraulic Jack*.

Tweezers: For removing splinters.

First Aid Kit: See *Tweezers*.

Bolt & Stud Extractor: A tool that snaps off in boltholes and is ten times harder than any known drill.

Timing Light: A stroboscopic instrument for illuminating grease buildup on tow car crankshaft pulleys.

2-ton Hydraulic Engine Hoist: A handy tool for testing the tensile strength of wires and clutch lines you might have forgotten to disconnect.

Craftsman 1/2x16" Screwdriver: A large prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle. The better mechanics have several of these on hand.

Battery Electrolyte Tester: A handy tool for transferring sulphuric acid from a tow-car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

Trouble Light: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, which is not otherwise found under tow-cars at night. Health benefits aside, its main purpose is to consume 40W light bulbs at the same rate as howitzer shells during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

Phillips Screwdriver: Normally used to stab lids of paper-and-tin oil cans and splash oil on your shirt. Can also be used, as the name implies, to round off Phillips screw heads.

Air Compressor: A machine that takes energy produced in a power station 200 miles away and transforms it into compressed air that travels by hose to a pneumatic *Impact Wrench* to grips rusty trailer suspension bolts last tightened 20 years ago by someone in Boeblingen, Germany, and rounds them off.

Carnuba Wax: Popularly believed to smooth wing surfaces and improve airflow. Its real function is to collect insects and preserve them, like bugs in prehistoric amber, on your leading edges for further study.

Buffing Machine: Thought to assist in applying Carnuba Wax, its real function is to burn circular swirl marks in gelcoat. Can be hired for free from wing refinishers everywhere.

Air Tank: Designed to bring compressed air to a location beyond the reach of the hose on the air compressor. Normally empty even though the gauge shows that it is full. The odds of this being true increase geometrically when you are on your side under the wing, the mainwheel tyre is flat, and the tug has just started up.

Digital VOM: Expensive black box that is capable of displaying all sorts of electrical properties on its LED display. Most commonly used to discover that the polarity of your new radio is the opposite of what you thought it was, after you hooked up the battery. Also handy for checking the continuity of dead fuses.

Paint Sprayer: Used in conjunction with the *Air Compressor* to apply a light coat of white gel to the windsscreens of cars parked outside while completely missing the elevator it is aimed at.

Wing Removal Tool: The only known way to separate wing pins short of using a chainsaw. Most often found on the hangar work-bench when a crew is attempting to de-rig the glider in a field 47 miles away.

Epoxy Mixing Cups: Once thought to aid fiberglass repairs. Their most lasting use is as a plastic lollpop collection, complete with sticks.

Relief Tube: Works perfectly when tested in the privacy of your trailer. Yet creates incredible tension when used in the air, not to mention an embarrassing mess. The name is something of a misnomer.

–Peter King

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Salutary Soaring



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

It was a very hot, sticky, humid, blue day with a hazy horizon on the ground, 31°C indicated on the ground, wind 5-10kt south east.

This day's competition task, Inter-club novice class, was a little over 100km out & return to the north west. Lift was broken, at 2-3kt, and the difficult scratching flight was suited to a K6E in my judgement.

The wind was in my favour, carrying me virtually on track, encouraging me to press on, hoping to contact the active cumulus which I could see a few miles further down track. Cockpit temperatures were the highest in my experience. I discovered on landing that I had drunk more than half of a two-litre bottle of water in under an hour. Sweat was dripping from my forehead onto my glasses during the flight. I travelled past a small town, never at any point in the flight getting higher than 1,850', and some 10km further on before encountering strong sink which made a field landing necessary.

A small number of fields were cut, and a few were being ploughed. I was over the a river valley, and rejected several fields due to the slope of the valley sides. I chose a stubble field which was about 300yds square, largely ploughed, but still having a stubble margin. My choice was rather too close, and I approached too high. I am told that the probable cause of my error in judgement was degradation of brain performance caused by dehydration. Whatever; some days you just can't climb, but take my word for it, there are worse times, those when the glider really just won't come down.

There was a 15' hedgerow with 30' trees in it at the far end of this field, and it was clear that I was not going to get in without overshooting into the hedgerow. At around 20-30' I closed the airbrakes, zoomed up to maybe 50' to clear this hedgerow and take my chance with the field beyond. Some days luck really farts in your face.

Please believe me, this was slow-motion, soft-focus time

Over the hedge was a field of standing wheat, around 300 yards long and 100 yards wide, orientated crossways across my track, with electricity power wires on its far long edge – six fat, black wires on wooden poles some 20' high. Beneath this, a hedgerow, similar to that which I was now over. There was no way under, no long legs or speed to get me over.

A hundred yards away. Please believe me, this was slow-motion, soft-focus time, it really does happen that way. Ninety yards away. My reflex response was to make a terrifying, very tight, very low left hand turn. At this point I was certainly going to cartwheel in. Game over son. Will anyone hear the crash, or will I wait hours to be found? The left wing cleared the crop by the proverbial insects personal part, but I could barely level the wings before making contact. The glider made a sweeping left hand arc perhaps twenty yards long in the ripe, stiff wheat crop, losing both halves of the horizontal tailplane and breaking the central actuating mechanism from the rear fuselage. There was no injury to me, and no other visible damage to the glider. One *outrageously* lucky pilot spent several minutes in the cockpit staring blankly ahead.

This was undoubtedly pilot error. A poor approach to a not very good field, (with I now believe a tail wind element), and I am well aware that I was lucky to walk away from this one. When things start to go wrong the pace of events seems to accelerate, errors flow into one another. Put me 500' above that field now and I would get in every time. I made two key mistakes which fed off one another: Firstly I pressed on with a flight when it would have been better to turn back. Secondly my judgement was clearly impaired by a combination of a difficult, scratchy flight, and the extreme heat inside the cockpit. The trick, of course, as ever, is recoanising mistakes at the time.



In the Future..?

When conditions turned flat, P1 conducted a field landing, in a cropped field, as no other options were available.

No.	Type	BGA No.	Damage	Date	Place	Age	Injury	Hours
761	ASK 21	9999	Substantial	1/7/00 14:15	Norfolk	42 36	minor minor	590 34

Control was progressively lost on approach, causing the glider to stall in from 50', substantially damaging the fuselage. This control loss was traced to a large number of small holes in the wing and tailplane, resulting from gunfire from attendant security guards.

P2 later noted that he found it 'odd' that these individuals had been gesticulating wildly whilst his instructor was setting up for the downwind leg, thought it stanger still that they had been wearing what appeared to be chemical protection suits. However, he had thought better of distracting P1 with his concerns.

Although held by the security guards following the crash, and at that stage unharmed, the crew managed to phone for a retrieve, although the retrieve vehicle and trailer sustained major damage on arrival as a result of attacks from local protestors.

All club members involved in the incident have subsequently grown second heads and turned green, and are currently banned indefinitely from flying on medical grounds. As a result of this incident, the BGA strongly recommend that pilots familiarise themselves with the location of GM cropped fields as part of normal cross-country flight planning preparations.



Salutary Soaring

On three occasions in the last fifteen years I have met another aircraft, joining from another circuit pattern, at close range on finals. This is not good for morale.

The first occasion was at a huge NATO airfield when in the back seat of a K13 I saw the underside of an Olympia 460 as he rolled on to finals parallel to us about one wingspan away. Both of us in the K13 had carefully checked the circuit all round and had still failed to see the Olympia.

The second was in Australia when three gliders landed at a closed airfield (you can do this in Australia). I was the last in line and followed the number two onto the cross runway which was supposed to be into wind Before getting into the circuit I did a very careful check all round and then did a final check on base leg. As I crossed the main runway, our retrieve tug, which was also landing, had to brake hard to avoid hitting me. He had not seen me until I crossed in front of him at very close range. Part of the problem was that the airfield frequency had been changed and the gliders were on the old frequency and the tug on the correct frequency. The journey back is another story!

The third occasion was at my home club a few months ago and lots of gliders were soaring. After some hours I let down for a landing on the restricted end of the field. I did a careful check for aircraft both on the ground and in the air.

I did a careful check for aircraft both on the ground and in the air

The club's smart single-seater was no problem and I saw him easily when he landed close to the hangar exit. The cable retrieve then blocked the rest of that part of the runway, but that wasn't a problem.

we both managed to stop before the fence

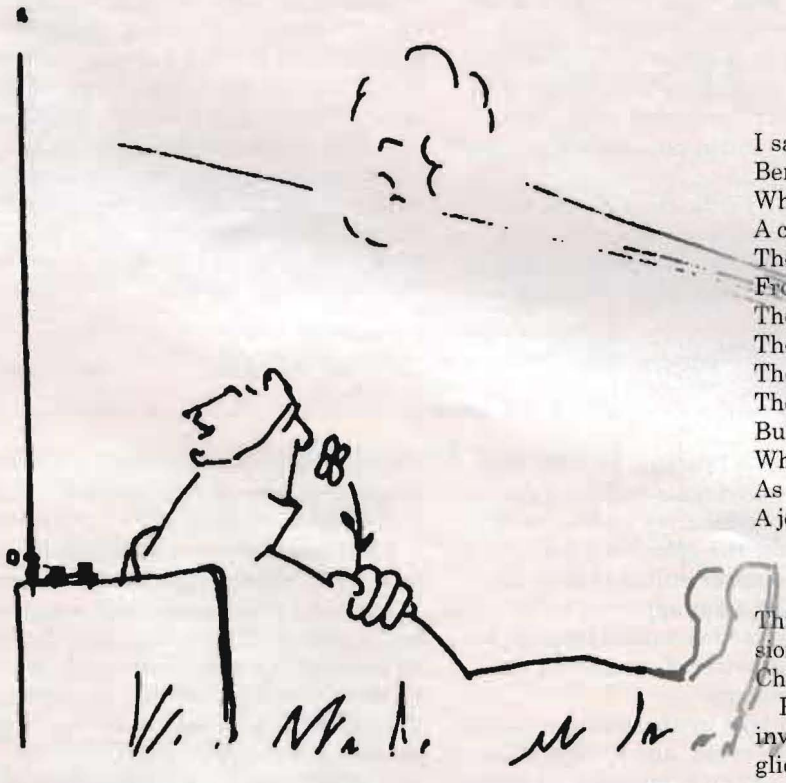
I did a final check ofthe circuit. To my horror there was a K8 turning finals on the opposite circuit. We finished up doing finals along side each other but at very different speeds and heading for the fairly narrow gap in the hurdle fence. As it happened we both managed to stop before the fence.

Spotting an aircraft head on is very difficult, especially if it is not moving across your line of vision*. Even if you think you are keeping a good look out you can still miss the important one!

One last thing: when you see my glider, which is easily recognised by the white stick tied on below the canopy, just assume that I have not seen you and take avoiding action!

*See "Collision Avoidance", *S&G*, Aug/Sep 1999, p. 19

Aerodynamic Noise



I saw a glider soar on a summer day
Beneath a thunder-cloud with lofty peak.
White wings spread wide to catch the thermal's way,
A chancy fountain that all gliders seek.
Then next I heard a whisper float above
From trailing vortex driftubg far downstream:
The pitch first rising like a song of love
Then falling like an echo in a dream.
The pilot heard the vortex wail beside
The noise of leaks and steady stream-line flow.
But turbulence gave him a bumpy ride,
While I sat still, six hundred feet below.
As thunder rang and Thor's great hammer fell
A jet flew past and broke my magic spell.

–Dennis Mabey

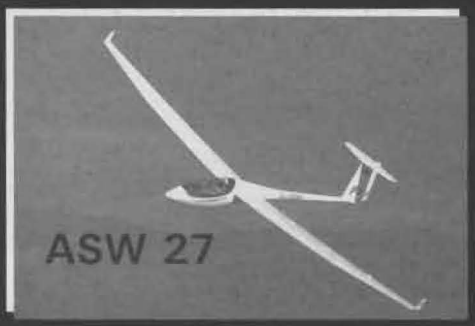
This sonnet was written for Professor Lilley on the occasion of his 80th birthday, which was celebrated at Chilworth Manor on April 23rd this year.

Professor Lilley is an expert in aerodynamics, and was involved with the measurement of boundary layers on gliders.

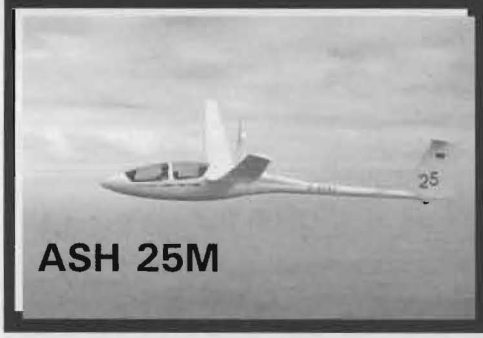
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Above: *A photograph, taken by Booker Cadet Ian Harmer, of Wayne Aspland (who eventually came in overall 3rd place with 4420 points) finishing a task in the 18m Nationals. The glider, an LS8 18m is jointly owned by Wayne and the contest's Director, Paul Brice.*

Left: *David Robert's shot of an interesting geological feature that he photographed while flying from Gap, France.*

Below: *Nick Gaunt's photograph of Laggan Bridge taken during his day-winning wave flight from Feshibridge's Competition Enterprise in Scotland (see p.44).*



Gliding Gallery



Above: *Phil Tiller (in the back seat) took this shot of himself and Mike Fox flying over Wolds Gliding Club (runways bottom) in a K21 bought with the help of a National Lottery grant. The town in the background is Pocklington.*

Right: *Andy Davey (Cotswold Gliding Club) took this picture of the airfield at Omarama (home of the 1995 World Gliding Championships) in New Zealand this June.*

Below right: *Hugh Kindell took this picture from a LS4 (on hire from Alpine Soaring, Omarama). He was flying at 10,000' ASL looking north towards Mount Cook over the Neumann Range.*

Below: *Chris Nicholas waves out of the CV panel of his K6.*







33: A Small Project in 1960

by Martin Corrick & Ken Brown

After the recent death of my father, Denis Corrick, I had a long conversation with Ken Brown, his former syndicate-partner and one of his closest friends. This story is the result.

The post-war gliding clubs were established by enthusiasts who had to overcome considerable obstacles in order to go gliding. Denis Corrick was one of them. He, and other members of the original Bristol Gliding Club were of a similar mind. As they struggled to establish the club, they developed a proud and pioneering spirit and became, as a social group, very closely bonded. To be the child of one of these people was, in effect, to have an extended family of a rather odd and delightful sort. The club was a place of tolerance and humour, which had room for all kinds of people. Looking back, it seems that its ethos was based simply upon the expectation of engagement: 'get stuck in!'

Some part of Denis's nature always required him to be engaged in a demanding project, usually as part of a team. Sometimes the team was the whole club, sometimes a working party, sometimes a syndicate, sometimes his family (we will refrain from discussion of such matters as the 'Collapsing Garage Roof'). Something about Denis made him always eager to improve the status quo.

One of the best illustrations of this tendency is the project Denis embarked upon, some forty years ago, to improve the performance of his syndicate Skylark 2, competition number 33. The Skylark 2 was one of the best standard-class gliders of the time, with a claimed lift/drag ratio of about 30:1. As a 'press-on' pilot, Denis was surprised to find that the Skylark had been designed to minimise fuselage and elevator drag at an airspeed of about 43mph (68kph), and at the speeds at which he took between thermals it flew nose down with a lot of down-elevator and up-tab, all of which caused drag. Clearly, something had to be done.



Denis Corrick.

Denis's solution was typically radical. By re-aligning the wing to fuselage attachments, he reduced the wing rigging incidence by 4°, thereby lining up the fuselage, elevator and tab at a more respectable 62.5mph (100kph).

Realising that this modification would transfer the fuselage/elevator drag problem to the low-speed range, he undertook a drag analysis of the whole glider. His aim was to recover the low-speed performance and, in addition, to eliminate any drag sources that could reasonably be tackled.

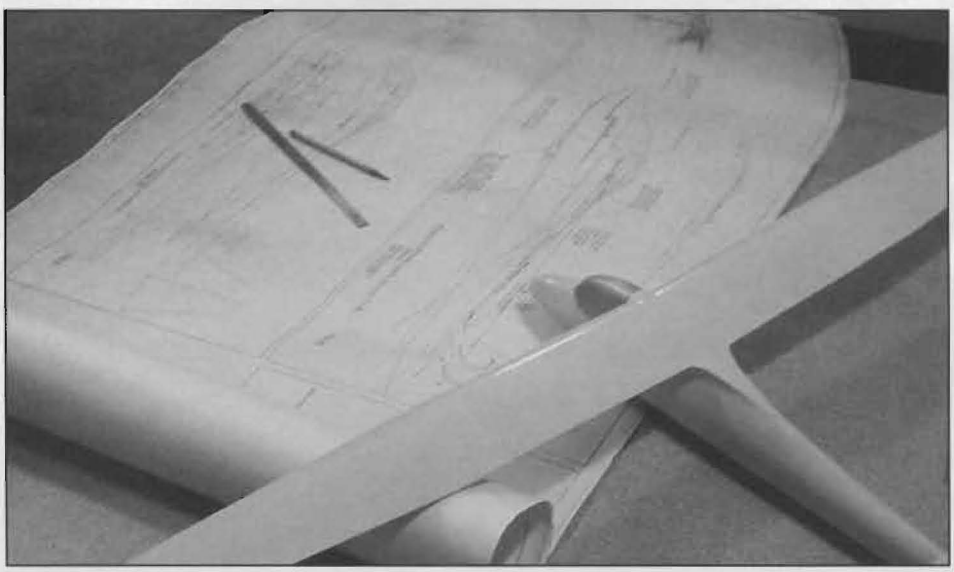
The main modification was to increase the span of the glider from 48' (14.6m) to the full 15m allowed in the standard class (about an extra 14"). This alteration would reduce the induced drag. Another important change was to redesign the wing fuselage joint.

The span was increased by replacing the tip pieces with aerodynamically designed tips, not unlike those of the K6. The original wing/fuselage joint, with its acute angle between wing and fuselage, was a particular source of drag, especially as the trailing-edge flow formed vortices as it spilled over the flat top of the fuselage behind the wing. Denis's answer to this was an expanding fillet built onto the fuselage under and behind the wing, and a spine on the top of the fuselage behind the wing. This spine was continued some way forward onto the centre section of the three piece wing.

The change of wing incidence required the midpoint of the elevator travel to be moved upwards by 5°. This allowed the gap between the elevator and rear fuselage to be eliminated by extending the elevators inwards and thickening the adjacent fuselage. The aerodynamic design of the far rear end was cleaned up by fairing the fuselage into a low drag tail-skid and extending the base of the rudder to match. The fin fuselage joint was also improved.

At the front, the change in angle of the wing had lowered its leading edge by about an inch, resulting in the need for a different canopy, a lowered seat and a new route for the elevator cables.

While he was about it, Denis sank the wheel 2" further into the fuselage and added a low profile skid and a fairing behind. Various excrescences such as the total-energy venturi and the handling



33: a model and drawings.

bar were removed. The cable hook was retracted into the fuselage and the hole faired off with a rubber sheet with a slit cut into it for the rings to pass through.

Before work started, Denis sent copies of his proposals to Slingsby and the BGA, supported by flight measurement to validate aspects of the changes. He built an accurate scale model of the modified glider from solid balsa, and managed to wangle some wind-tunnel tests at Filton.

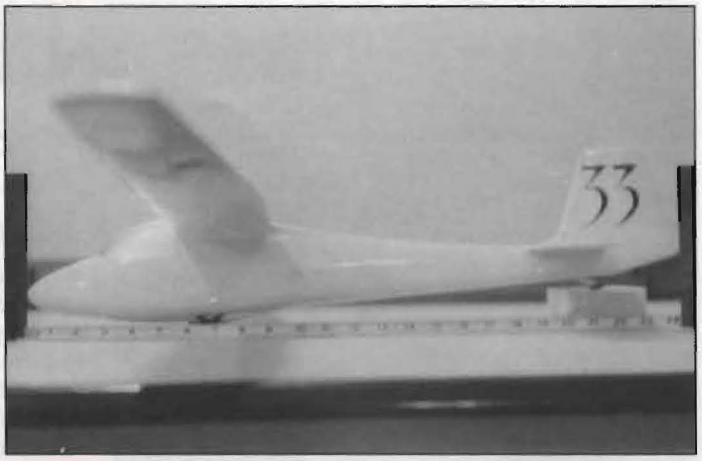
This gives some idea of the magnitude of the work which Denis undertook. Most of it was done by himself and the syndicate members, particularly Ted Chubb, in Denis's front room with general support from the other members of the syndicate and (mostly) amused tolerance from the family. Denis made a mould for the new canopy bubble, which was pulled by the Bristol Aeroplane Company, and the wing tips were made in fibreglass by BAC apprentices. The stylish lettering of the competition number 33 had earlier been contributed by Peter Scott (at the time an active member of the BGC).



Dennis Corrick, with his son Martin, pictured in 1948.

Otherwise, the whole thing was a do-it-yourself job. Generally, fairings were made by gluing balsa blocks, supported by ply formers, onto the structure, and covering them with thin birch ply. Both main frames had to be modified to take the new wing attachment fittings, and the top decking had to be remade completely. Denis also experimented with moulding synthetic foam rubbers as support and springing for the main skid and for the fairing behind the main wheel.

The work took two winters. The wing incidence and wing fairing work, together with the canopy and seat revision, was completed between mid December and the end of April 1961 (ready to be flown in the Nationals in May). The rest of the work was finished the following year. After each phase the handling was checked and reported to the BGA Technical Committee and an experimental C of A was issued. Eventually a full C of A was granted.



A wind tunnel model of the Skylark 2c.

Accurate performance measurements are notoriously difficult to made and, in fact, none were attempted. However, several flights were made to compare the new performance with an unmodified Skylark 2. These showed an all-round improvement, especially at the higher speed end, and the glider was subsequently flown in many competitions. It had no difficulty in keeping up with the 18m Skylark 3 between thermals, and lost nothing in circling flight. In thermals the nose-up attitude caused strangers to keep their distance from a glider apparently on the verge of the stall! The launch speed was increased, of course, and the glider was was normally airborne just before the tug. On landing, the tail skid always touched first, usefully eliminating any possibility of bouncing.

Fred Slingsby took a great interest in the project, which he designated the 2c. When the Skylark 4 was unveiled, in May 1962, many of the Denis's ideas were featured in it.

Harry Johnson, the current owner of the yellow Skylark, reports that its performance is still remarkable. Immediately after purchasing the aircraft he completed his Silver C and flew his first Diamond.

The major modification of a glider, including the necessary theoretical and design work, and flight testing, is not something many people would wish to undertake. Indeed (to use one of his own phrases) Denis was something of a 'one-off', but the story does illustrate, albeit in extreme form, that gliding can provide an enormous range of opportunities for theoretical and practical work of a highly satisfying kind.

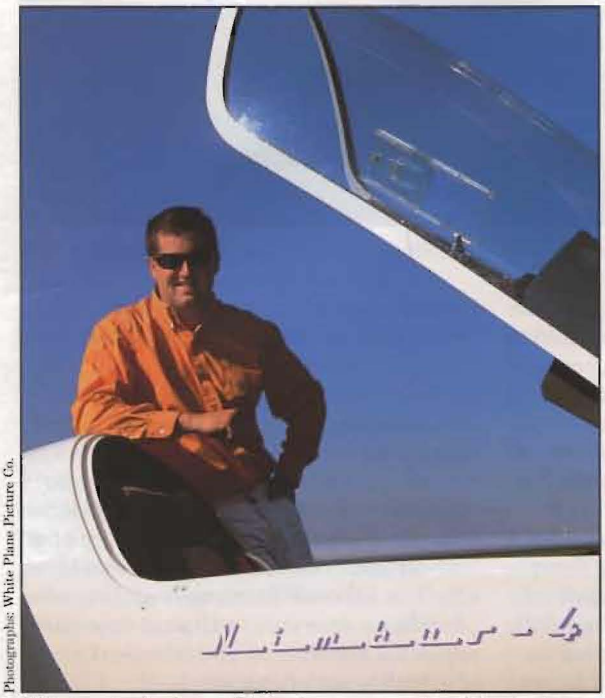
Gliding is often presented as a solitary and rather 'technical' sport, but that is only true for some people for some of the time. Gliding is also a social affair, concerned with people working together towards aims that they have defined and agreed. When there is concern about the number of members, it might be useful to remember that high levels of personal and collective achievement are immensely rewarding. These achivements encourage the development of lasting comradeship which binds us to the gliding world.



Dennis photographed with Lucy Chubb in 33.

Open-class Nationals

Pete Harvey's Diary



Photographs: White Plane Picture Co.

The eventual winner, Steve Jones, preparing his giant Nimbus 4, 111 for another day.

Once again, Pete Harvey's diary was found lying on the peri-track at Lasham shortly after the end of the Open-class Nationals. He really ought to take better care of his personal belongings, but I would like to thank the anonymous person who sent it to me.

Dear Diary, I finally qualified as a fully fledged Open-class pilot when our Caravan Club membership arrived a few days before arriving at Lasham.

Hooking up the white monster (caravan that is – glider was still in France) to the Volvo, I prepared to drive at the statutory 50mph in the middle lane to what is arguably the mecca of British Gliding. Arguable. We (Christine and baby Charley as supporter team) were greeted to a sea of fellow caravaners basking in the traditional last hours of sunshine before a gliding comp. Over 100 gliders too, for the final Opens and Lasham Regionals of the millennium.

Saturday 14th August

Usual wind up, except this year I hadn't got a glider. Not a good way to start. Eventually, as briefing was called and Richard Noble (he of land-speed record fame) opened the comp, our ASH25 arrived from a 650km in France and victory for Richard Blackmore in the Poitiers 'fly until you fall asleep' comp. I congratulated him so much he didn't notice he'd not slept for two days and helped me rig! Thanks Richard – sleep well!

We paraded around the runway, pressed lots of buttons and said "Lasham 108 radio check" a lot. Then we put the gliders at the edge of the field and went into the bar. The Caravan Club would be proud.

Day 1 – Sunday 15th August

Gliding weather. Jed Edyvean (task setter) set a task, we flew it. Steve Jones won, Ralph Jones came second. It's the same every year – it's the Joneses versus the rest and they're far too good to leave unescorted around a task. When will we learn? Mike Young passes 20m short of a turn-point and cops a 50 point penalty. Big brother is watching you too, pal!

Justin, my trusty crew and baby-sitter is along in the back seat to point out better thermals than the one I'm currently, now, circling in. Thanks Justin. I disgrace myself later by shouting loudly at the Cambridge, cockpit, clouds, Basingstoke, and the injustice of it all on the increasingly marginal final-glide. It's well know that competition pilots undergo a menacing transformation in the cockpit – ask any P2.

Monday 16th August

Rain. Lots. The wet variety and forecast to continue until beyond the millennium. We celebrate with a nice cup of tea and get the club mags out. Bliss.

Day 2, or 30 (I forget – feels like forever.) (Thursday 19th August)

It's sunny. Jed has sold his soul to the devil and provided a small ridge of sensible air to cavort about in. There are threats of GPS jamming trials in Wales and an imminent GPS 'rollover' whatever that is. I celebrate by forgetting to programme the first turn into the buttoned beast.

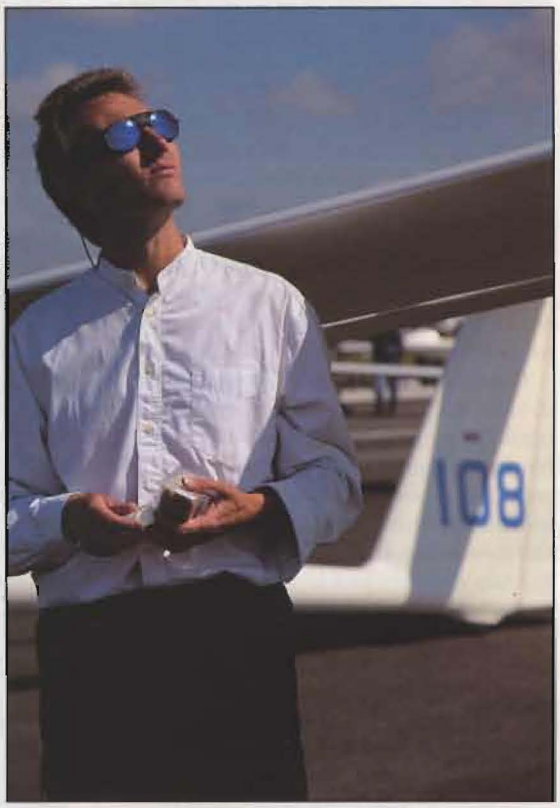
In fact, this year some sort of technology phobia has descended on the comp. Many gliders have three GPS units. Before launch there's a frantic rush to programme as many as routes and tasks as possible into the toys. Jed is no mug – ensuring we have several re-briefs with plenty of TPs to occupy us. Busy pilots don't complain.

Robin May wins the day. Well done!

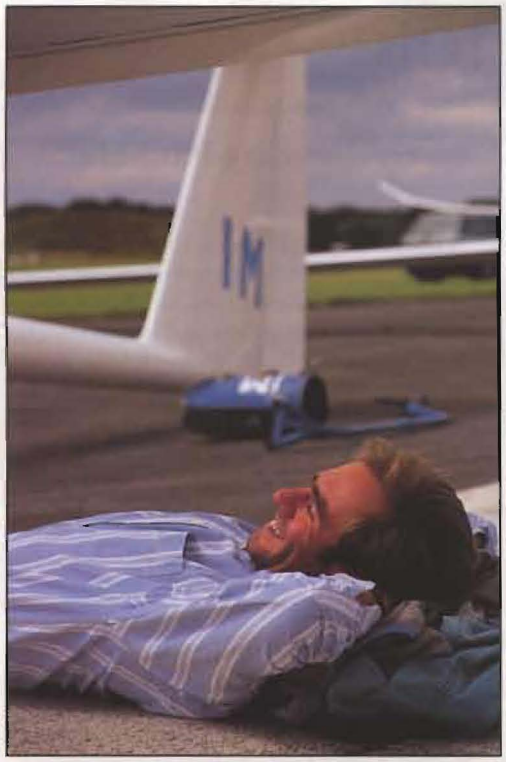
Day 3 – Friday 20th August

Steve wins again. There's a horrible pattern developing.

More horrible was hearing of a mid-air over the radio. Fortunately it turned out



A contemplative Pete Harvey, was 8th flying 108.



2nd place Mike Young, and IM, taking it easy.

to be just a peck. Ooo-er. I Asked one of the lucky pilots about it afterwards, and he said it could easily have been a crow (although it sounded like duck). More likely a Robin....

Someone was complaining about tasks going through airspace. Now we have tasks that cunningly miss, but have twenty turn points. Forget it guys, we all know the best thermals hide in airspace, that's why it's there. Anyway I've never flown straight from A to B, except when B was a field.



Lasham's CFI, Graham McAndrew, was popular third.

Day 4 – Saturday 21st August

Graham McAndrew, resident CFI, is a popular day winner (after all it's his home club and nobody wants to be grounded).

Average conditions to Milton Keynes and back, then mega stuff towards Bath and the jamming trials – even a 10kt average climb from 1,500' to 5,500'. Shame it didn't last long. Ha! Mike (there's no substitute for span) Bird landed his beautiful ASW22 wheel(s)-up on the runway (see cover).

The rumour was that he washed the gel off the tarmac when he dumped his water. Damage was slight – he flew the next day. One day, Diary, I'm going to do it too, though it's unlikely to head up my New Years resolution list.

Day 5 – Sunday 22nd August

Totally overcast with slight rain. Perfect weather for packing up and going home early. Instead we go for a good 240km grovel towards Olney. 2kt is a good thermal, until we reach Towcester at 900', just under a well-banked Paul Brice in his LS18. It finally tops out at 6.5kt. Amazing. Thank you Paul!

Just five heros made it home, with John Gorringe telling the few returnees how he dun it.

It looked like Steve Jones's competition from the first day and he was a well deserving winner, with Mike Young a close second. Third was Graham McAndrew. Well done chaps.

Looking around the grid, it seems that the Open class is becoming more popular. I've never seen so many big ships in the Nationals with an abundance of ASHs, ASW22s, Nimbus 3s and 4s, singles and doubles.

In addition Ken Barker brought his Duo, a couple of LS18s and Kevin Pickering's Lak (which was depressingly difficult to overtake on several occasions). The two-place machines are very sociable, with the atmosphere extending outside the flying.

Well done Lasham. The organisation is so smooooth – no queues, no hassles, no crises. Just lots of good company, flying and caravans.

Heaven!

Results – Open-class Nationals

Pos.	Pilot	Glider	ID	Total	Day 1 – 15/8 Sp(Dis)	Pos.	Pts	Day 2 – 19/8 Sp(Dis)	Pos.	Pts	Day 3 – 20/8 Sp(Dis)	Pos.	Pts	Day 4 – 21/8 Sp(Dis)	Pos.	Pts	Day 5 – 22/8 Sp(Dis)	Pos.	Pts
1	Jones, S	Nimbus 4T	111	4460	105.9	1	1000	91.3	3	985	107.0	1	1000	113.8	3	985	(236.4)	6	490
2	Young, M	Ash 25	IM	4299	100.0	3	929	92.9	8	949	104.6	4	970	106.8	6	895	55.7	5	556
3	McAndrew, G Joint, T	Nimbus 4DM	ROAM	4127	96.5	8	886	91.3	2	987	99.3	9	900	115.0	1	1000	(179.9)	10	354
4	Hartley, K	Nimbus 3	115	4121	99.8	4	926	83.9	9	937	101.8	17	882	100.4	17	814	59.1	3	562
5	Lyttelton, C	Ash 25	842	4102	99.1	5	918	83.6	10	934	100.9	6	920	96.5	24	765	61.2	2	565
6	Allison, D	Ash 25	162	4077	96.0	9	880	79.9	12	909	100.6	7	916	106.1	7	886	(234.9)	7	486
7	Jones, P	Nimbus 4DT	66	3946	83.9	17	733	86.5	7	955	102.9	5	947	105.1	11	873	(217.0)	8	438
8	Harvey, P	Ash 25	108	3920	82.7	18	719	90.5	5	982	105.6	2	982	107.9	5	909	(168.1)	13	328
9	Gorringe, J	Ash 25	BB	3728	88.2	11	785	(266.9)	19	603	98.8	13	893	105.3	10	876	64.8	1	571
10	Glossop, J. Glossop, B.	Nimbus 3DT	29	3727	97.0	7	892	91.6	4	984	99.2	10	899	98.5	18	790	(96.8)	24	162
11	Bird, M.	ASW 22	527	3692	88.0	12	782	77.3	13	891	104.9	3	972	93.0	32	719	(170.0)	13	328
12	Short, C.	Nimbus 3	376	3688	98.3	6	908	88.3	6	966	90.2	24	778	109.9	4	935	(68.5)	34	101
13	Sheard, P. Withall, C.	Ash 25	8	3512	84.8	15	743	(262.8)	20	595	98.3	14	886	105.0	11	873	(206.5)	9	415
14	Findon, D. Wright, G.	Nimbus 4DT	48	3385	77.5	25	655	72.0	17	854	94.4	20	836	103.9	13	858	(104.8)	21	182
15	Kalin, R.	Nimbus 3	345	3370	77.7	24	657	74.1	16	869	86.8	29	737	97.4	19	776	(169.3)	12	331
16	Parker, T.	ASW 22 BL	461	3329	81.0	21	698	(169.6)	40	405	99.0	12	896	97.1	22	771	57.0	4	559
17	Bell, J.	Ash 25E	907	3317	75.1	29	626	75.5	15	879	86.9	28	739	96.2	26	760	(161.1)	18	313
18	Brice, P.	LS8	325	3314	81.1	20	699	(246.7)	27	562	98.0	16	883	101.4	15	827	(174.9)	11	343
19	Kurstjens, P.	Nimbus 4	PM	3299	93.3	10	847	(196.3)	35	465	100.5	8	915	106.0	9	885	(107.0)	19	187
20	Cook, I.	Ventus 2CT	V11	3242	75.8	28	634	80.5	11	913	88.0	26	753	102.3	14	838	(70.1)	33	104
21	Hatton, A.	Nimbus 2CWL	599	3241	78.0	23	662	69.0	18	830	85.8	31	725	91.6	35	702	(165.5)	17	322
22	Jeffery, P.	LS8	64	3231	81.5	19	704	(262.7)	20	595	99.1	11	897	92.4	33	712	(165.7)	16	323
23	May, R. Starer, D.	Nimbus 3DT	954	3189	87.7	13	779	93.1	1	1000	(244.1)	40	196	106.1	7	886	(168.1)	13	328
24	Jones, R.	Nimbus 4	82	2929	105.6	2	996	(257.8)	23	583	(244.1)	40	196	114.4	2	991	(97.4)	23	163
25	Giddins, J.	ASW 22	S22	2851	85.6	14	754	(239.4)	29	534	82.4	35	681	95.0	29	745	(85.4)	28	137
26	Bromwich, B	LS6 c	855	2809	68.9	34	551	(256.9)	23	583	90.1	23	781	96.3	25	761	(89.1)	29	133
27	Barker, K Barker, D	Duo Discus	802	2789	76.6	26	644	(216.7)	30	503	89.8	25	772	95.5	27	751	(77.1)	30	119
28	Thick, M	Ash 25	171	2746	84.3	16	738	76.9	14	888	98.1	15	885	(264.2)	41	178	(47.7)	36	57
28	Starkey, C	ASW20	900	2746	76.6	26	644	(203.1)	34	478	95.3	19	848	88.9	37	667	(72.2)	31	109
30	Ell, SR	LS8-18	E11	2732	74.8	30	622	(249.4)	25	568	87.8	27	750	92.2	34	709	(60.2)	35	83
31	Smith, G	LS8-18	42	2727	72.0	33	588	(258.8)	22	587	82.9	38	647	95.2	28	747	(96.8)	26	158
32	Masson, D	Ventus	391	2663	78.9	22	672	(190.6)	36	448	81.2	37	665	96.9	23	769	(80.8)	31	109
33	Ellis, J	Nimbus 3T	112	2658	72.8	36	495	(179.1)	38	416	93.7	21	827	94.2	30	735	(109.9)	20	185
34	Innes, DS	Nimbus 4T	176	2528	(241.0)	40	258	(174.8)	37	421	96.7	18	866	101.6	16	821	(96.8)	24	162
35	Cole, RA	Ventus	24	2450	67.8	35	537	(215.0)	31	502	85.4	33	719	90.8	36	692	0.0	37	0
36	Pickering, K	Lak12	783	2440	73.7	31	609	(182.5)	41	349	81.7	36	671	88.6	38	664	(90.1)	27	147
37	Kirschner, M Kirschner, S	Ash 25	FWW	2388	(240.9)	40	258	(171.4)	39	413	92.8	22	816	94.2	30	735	(98.4)	22	166
38	Hall, A	LS8 c	241	2339	(324.2)	37	356	(203.9)	32	480	86.3	30	730	97.2	20	773	(12.1)	37	0
39	Burry, J	LS8	301	2213	(225.7)	42	237	(203.6)	33	479	85.8	31	725	97.1	21	772	0.0	37	0
40	Pozerskis, P Gilmore, S	Ash 25	260	1891	(266.1)	39	283	(249.3)	28	558	79.2	39	490	80.4	40	560	0.0	37	0
41	Spencer, J	LS8	601	1889	73.3	32	603	(257.1)	26	567	85.4	33	719	0.0	42	0	0.0	37	0
42	Gardiner, D	Nimbus 3	727	1293	(305.5)	38	309	(167.8)	42	215	(239.5)	42	192	81.8	39	577	0.0	37	0

BYO: a Solution for the Idle

by Paul Harvey

Right, that's it! 7:45 in the morning and all the gliders have gone – zilch – not one left.

It wasn't the first time either. Nine years of getting out of bed earlier than is healthy had brought similar results. There is always someone keener, not with more ability mind you, just keener.

Bacon and eggs are poor substitutes for a club glider and even poorer ones for being in bed, but bacon and eggs were the only comforts Cambridge GC had to offer. Now then, CGC is not short of hot ships (Discus), those a just few degrees above absolute zero (T21) and pretty well everything in between. But there are days...

For the terminally idle there is only one solution – BYO – Buy Your Own. This is a true story of how one can be driven to make the second biggest purchase of one's life.

The Astir

Having just soloed in an Astir I persuaded myself that it was a sensible glider for an idle, middle-aged pilot. It was built in Germany, has a sound pedigree, and an acceptable performance. In addition, Astirs are more common than silicon on Blackpool beach. The next step was to suggest the idea to someone in the know (Richard Maskell) and sound him out. With stunning nonchalance Richard didn't comment on the Astir, but suggested an ASW19 at twice the price. I respect Richard's opinion; it was time to discover the ASW19.

The ASW19

Bill Gates entered the equation at this point, by facilitating access to the Internet. If you are thinking of BYO, you will find the web a bit handy. For those of you who are as ignorant as I once was, the ASW19 is a fine machine. To find out how fine, go to Alex's Sailplane Directory* where you will discover it to be the spiritual pre-cursor to the ASW24 – possibly the prettiest glider ever built. (Another useful site is "www.gliderpilot.net". The site carries quite a few European adverts, and it is free.

The ASW20

Whilst looking at ASW19s I come across the ASW20. Alex goes into great detail about the ASW20 and, in his directory, you will learn, among other things, when the wing was 'blown', when carbon was introduced and when they fitted winglets and tips. More importantly, you will learn when it was that the French decided to diversify from of cheese and wine into glider manufacturing. For those from the 'Core Competence' school of management-thinking, perhaps you can suggest what the complimentary skills are.

Whatever I buy, I decided, it must be German: the Germans are good at precision engineering and the French make fine wines, good cheeses and pretty frocks. I might yet, of course, decide on a chiffon and silk parachute from some exclusive French boutique.

*Alex's Sailplane Directory can be found at: http://www.geocities.com/~ladiscus/index1.html"

The LS4

The winter of 1998 was upon me. *S&G* provided a market assessment of ASW19s, 20s, Pegases and LS4s. Hang on! (I hear you say.) Where did the LS4 come from? Well, buying a glider is not all L/D and LSD (that's pounds shillings and pence). John Birch suggested that an LS4 might be had for the same money as an ASW19 (about £20-22,000), and Mike Young rated it as the best handling glider he has ever flown.

The Internet came in handy again – back to gliderpilot.net. There was an LS4 on the continent for about £20,000. I emailed Martyn Wells for his view and received a taciturn and succinct reply which put me off that particular glider.

The ASW20 was still in the running, but it is complicated. There are so many bits of wing to think about. There's winch flap, aerotow flap, thermalling flap, cruise flap, landing flap and the, gloriously named, Jesus flap. The 46:1 glide ratio was seductive, but the prospect of locked ailerons over 90kt was not. The ASW20 looked so good on paper, but the age and complexity put me off. Depression set in, and the hunt started again.

What happened to the ASW19? Enter Robert Verdier. The ASW19, he believes, is a bit long in the tooth and the wing not as good as the Pegase – its French cousin.

The Vega, Libelle and ASW15 are rated as first generation glass and were probably to be avoided. Instead, Robert enthused about the ASW20 and the Pegase. It was all very confusing.



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It's a funny thing looking for a glider for the first time. One overlooks possibilities because of ignorance. For example, the letters 'LS' preceding a numeral greater than 4 suggested serious money to me, but this is not necessarily so.

The LS7

I had not initially considered an LS7 (hot ship and heaps of cash) but while researching the LS4 I discovered something – not in a Darwinian or Mendeleev sort of way, you understand – but a discovery nonetheless. LS7s and LS4s have about the same asking price: c.£26,000 in the UK, a lot more than an ASW20 or 19, but LS7s are up to ten years younger.

Was there to be a downside? According to another Belgium, who had recently sold his LS7WL, one should not buy an LS7 without winglets. If you do, Hell will freeze over, a plague of locusts will descend on Surrey (no bad thing), and Tim Henman will never win Wimbledon – being of a virtuous nature and living in Cambridge I decided to take a risk.

This is where things got complicated. If you are not in the position to fly every glider which takes your fancy, you have to take a consensus of opinion from those who know. I am very grateful to all the people who were selling gliders for their honest and objective opinions.

From bacon and eggs to this stage took a year, many hours poring over *S&G* and the Internet, and hours in conversation with those whose opinion I value. In addition there has been the small matter of how to raise the finance (10h work), researching insurance (5h), and planning my negotiating tactics (most of a normal working day) for when I find a seller.

Has it all been worth it? The short answer is 'yes'. Ultimately, the decision was made on the whole package: I saw two LS7s, one with winglets and one without. In the end the good ground handling equipment and trailer swung it!

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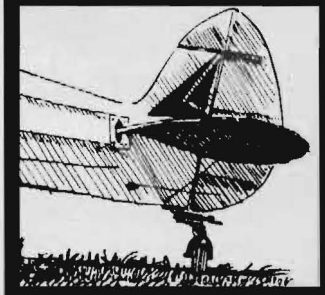
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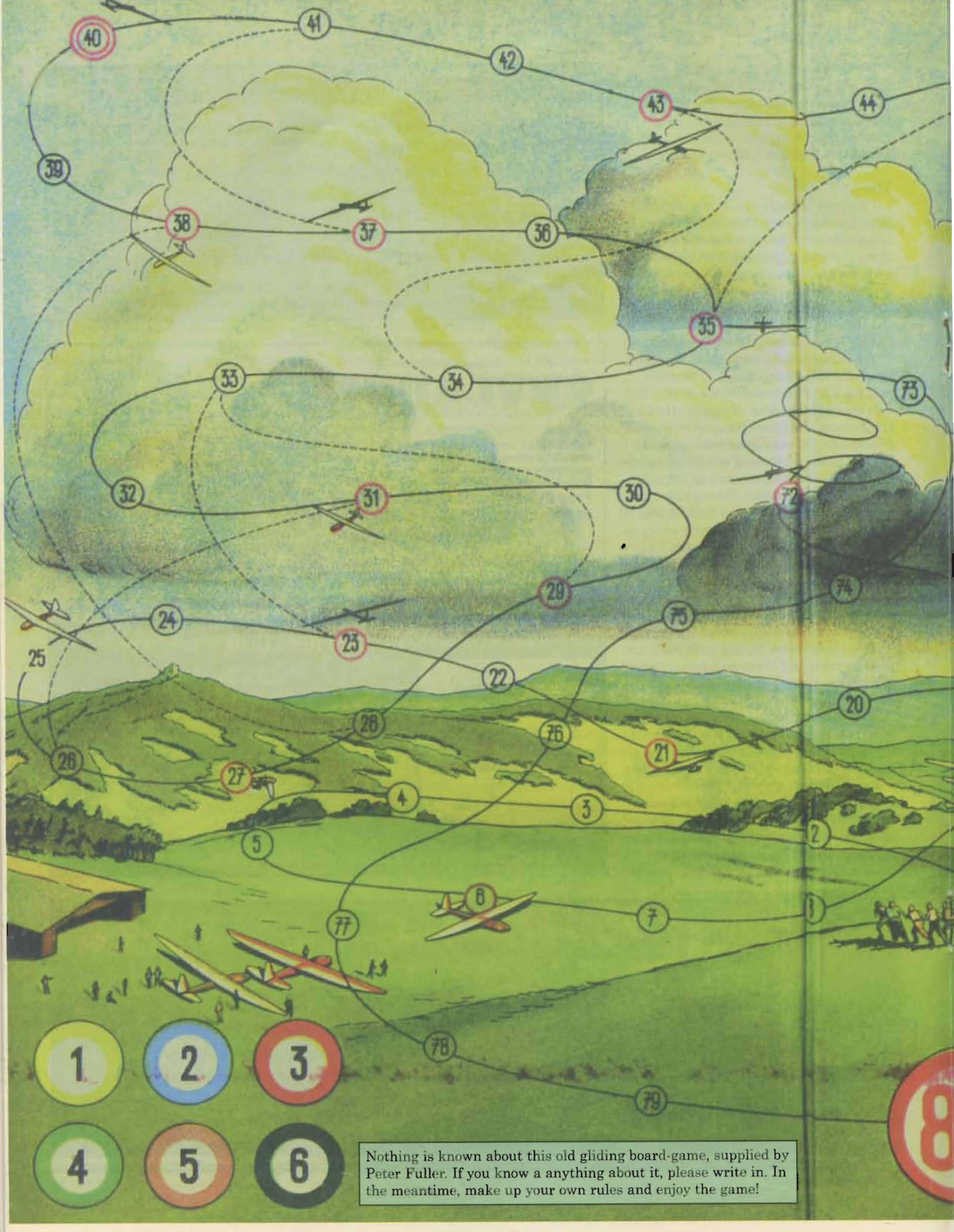
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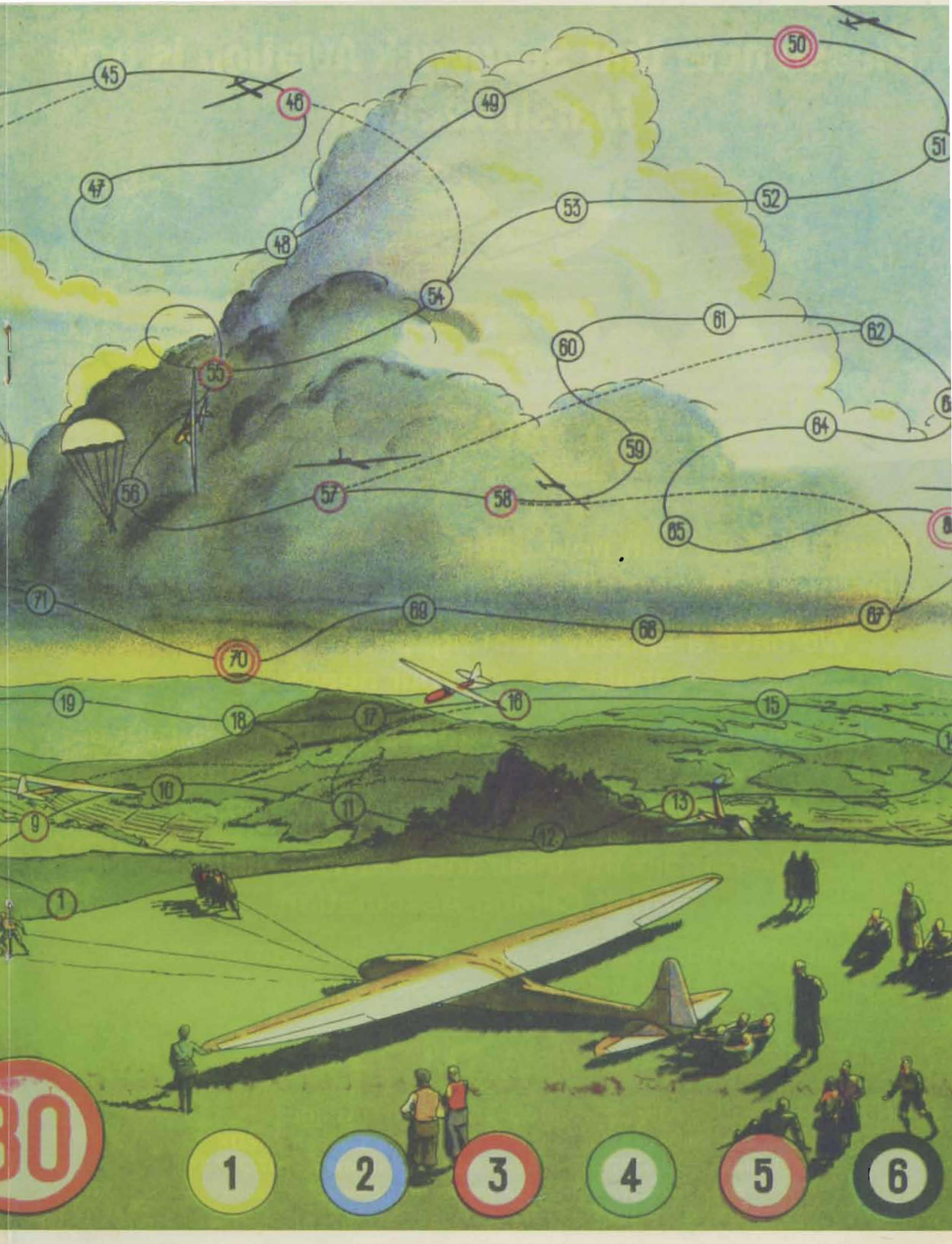
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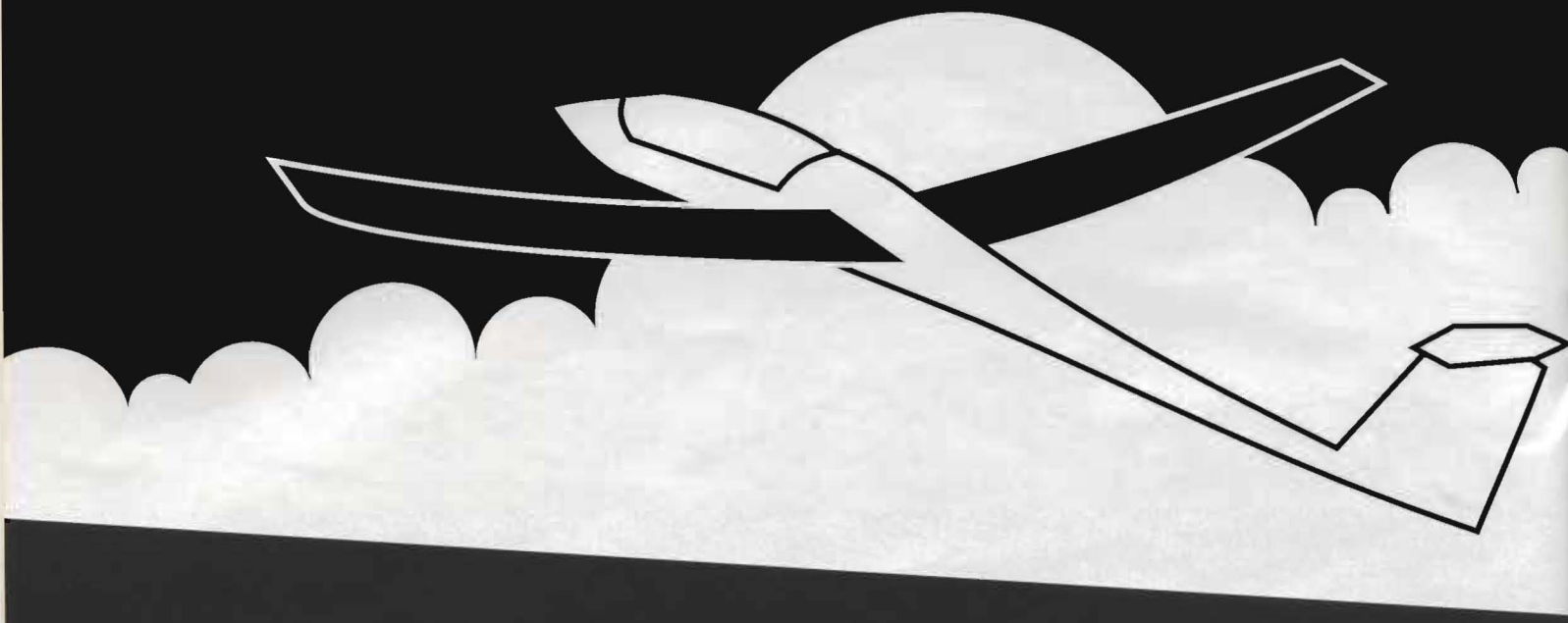
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Nothing is known about this old gliding board-game, supplied by Peter Fuller. If you know a anything about it, please write in. In the meantime, make up your own rules and enjoy the game!


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Where Eagles Fly

by Duncan Mackay

Bryony the tug pilot is having trouble with me. As she drops her wings, left, right, signalling me to release the tow cable, I follow her, left, right, left, right.

We dance through the sky, tug and glider, linked together by 150 feet of umbilical rope. Boy oh boy, this is some bumpy ride. It is so turbulent, my concentration is on safely keeping station behind the tug's tail, and I don't recognise the release signal; but we are at 2,000' so I am just waiting for things to settle down before releasing my tow.

The tugs dives – no way am I going to follow that! I pull the yellow release knob, ease the control stick back and left, and kick the pedal left. As the tug disappears to the right below me, my Olympia climbs to the left a further 100' or so until the speed drops off. I level out at 2,100' and head into wind, to get out of the rough air under the wave cloud, and into the blue sky and lift.

At 1,700', with the hills looming just a few hundred feet below me, we find the lift and start to climb. What a relief! Two or three knots at first, then, four, five, six and sometimes seven or eight knots; but how accurate is a cosim? The air is smooth and this old glider, whose design pre-dates WWII, soars up and away above Glen Tanar. This is serious lift, five, six, and then seven thousand feet come and go. Perhaps there is a chance of reaching my coveted Diamond height – 19-20,000' to allow for release height. At 10,000', I put on my oxygen mask. At 12,000' I switch on the oxygen; still we climb.

This bundle of wood and fabric seems to take on a life and I speak to her words of encouragement and praise as, after all, I need her to bring me safely down again. At 13,700' my two-hour oxygen bottle is empty! It has only been switched on for twenty minutes, there must be a *big* leak. Oh well, it wouldn't be safe to continue, but never rnind, we've reached Gold height.

What now? Could I do my 50km distance? Looking southwards, the bay of Montrose glistens, but involves airways and unecessary complication at this stage in my experience. To the northeast, Fraserbugh is shrouded in mist and cloud, but Easterton, home of the Highland Gliding Club, between Rothes and Elgin is clear and open, in fact I can see the coast from Cullen to Nairn in one huge and beautiful panarama, with Lossiemouth jutting out into the firth and all the sand dunes and beaches around Spey Bay.

I set off to Easterton, 64km from Aboyne. It is an easy task if I don't lose my height, It looks clear enough, but who knows what lies ahead. Oh gosh, I'd forgotten that the compass doesn't work, but then who needs it, I can see where to fly!

I can see the coast from Cullen to Nairn

I pass over Dinnet, Tarland, west of Afford at 35kt, over the Cabrich towards Dufflown. Ah, what's this? More lift. To my south Ben Rinnes is kicking the wind higher into the air, and lifts me and my Olympia from 9,500' to 10,500' in just a couple of minutes. I'm tempted to stay and play in this newly found wave, to see how high we can go, but the needle on the oxygen gauge reminds me that this is real life, so we'd better play safe and complete our task.

I've never been to Easterton and so don't know where it is. "Just follow the ridge from Rothes towards Elgin, and turn left after you cross the power lines!" I'd been told. So I do. Dufflown, Craigellachie, and Rothes pass below. There is the River Spey below me, the famous salmon river, Spey Bay way ahead, Keith, Elgin, Lossiemouth, Forres arranged in plan view before me, and somewhere down there, amongst all these fields, woods, hills, rivers and lochs, is one gliding site to find and land on.

Turn left after you cross the power lines

The ridge at Rothes is easy. The pylons are fairly easy to find, but from 7,000', when cows look the size of pebbles, spotting one airfield isn't so easy at first! What to look for? Well there should be little white oblongs, side by side. There should be a distinctive line up the centre of the field where the tow cable drags, and a bright orange wind sock.

At 6,500' just over a mile high, everthing looks different and normal landmarks disappear into the mass of geography below. However, here we go. Could that be the trailer park? Seven or eight white rectangles, and yes, there is a brownish line running up the centre of the field. I spot a black nissan hut, that'll be the hangar, and a few outbuildings. As I pass over head, still at about 6,500', I know I've arrived.

Without dramatics or foolishness, it takes a while to shed 6,500' and begin a circuit, so I use the time to study the hills, lochs, fields, and general surroundings. Finally at around 900' above the winch I turn downwind, running through my landing checks – undercarriage, straps, trim, airbrakes, look-out. Finally, I prepare to land – I select my reference point while, behind me a glider races down the length of the airfield, not too far away now. I turn across the wind and prepare to turn on to base leg. I check my speed, my height – I forget the altimeter now and use my judgment. again I check the speed, adjust my airbrakes, check speed, judge height, judge reference point, check speed.

After 2h 31m minutes together, we sail over the boundary fence clearing it by 40-50' man and machine. Gently easing back the control stick my graceful old lady descends onto the grass of the airfield. With the airbrakes fully open, I ease the stick fully forward to put the nose skid onto the ground and bring us to a halt. We skew slightly to the left in the crosswind, and settle the left wing onto the ground.

Down safely, we've done it, me and my wonderful 34-year-old glider – what exhilaration! What a thrill! Gold height and Silver distance! Canopy off, straps off, parachute off, climb out, park her safely. Photograph the tail! Now to find a telephone. Who will come and take us home? There's another story, but what a memory to treasure.

Ted Lysakowski Trust

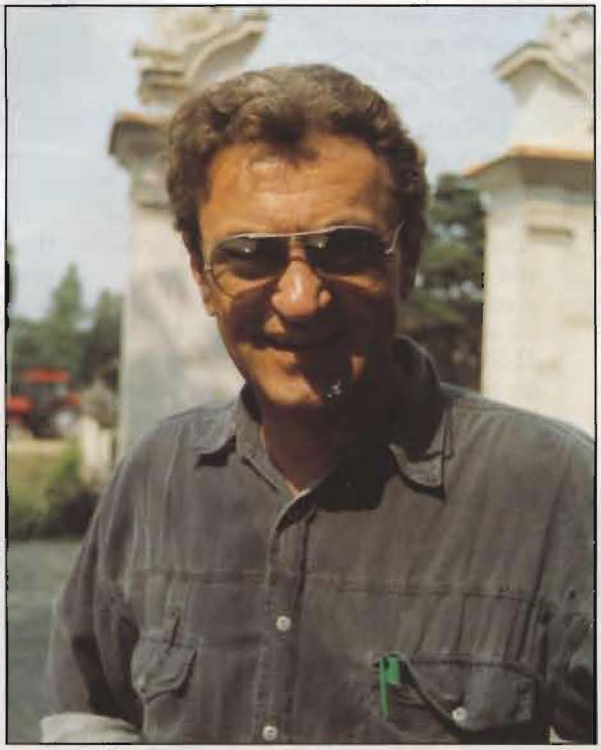
An Update

Since the last article about the Trust (*S&G*, June/July 1999), things have been moving on and the timetable for next year is already taking shape.

It is good to be able to report back on the progress to date; and also, to explain more about the Trust and invite any ideas for its development in the future.

Watch Out!
Application forms and full details of the awards will be posted to club managers in early October

The idea for the trust came from the many tributes after Ted's accident which emphasised how people valued his support and encouragement, particularly in helping people to broaden their horizons and progress further with their flying.



Ted Lysakowski, pictured

Award 1999
A place on a five-day cross-country course at Lasham. The first award winner, Matt Young, has written a report about his experience (see opposite)

It is common for people in all sports to experience plateaux, from which it is hard to move on. It often takes someone else to provide a different emphasis and a way to see beyond that particular stage. The aims of the Trust are defined as "to promote cross-country and competition flying". In practice we hope to create opportunities for people to achieve goals they would not have thought possible, whatever their area of interest or level of experience.

The Trust looks to support individuals who have identifiable ambitions in cross-country soaring and have potential to fulfil their personal aspirations. This potential needs to be recognised by their CFI, the National Coach or other individuals with similar gliding experience. In making the awards we hope to motivate the recipients to explore soaring and to develop their skills, confidence and performance. We also hope that the selected individuals will be able to share the benefits within their clubs.

We have been overwhelmed and very moved by the support and contributions from so many people. It is only as a result of these that we have been able to start this year and put together a programme for next season.

Award 2000
1. A five-day cross-country course at Lasham.
2. Competition flying experience as P2 with a national-level competition pilot.
3. One week mountain flying course at Rieti, Italy.

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Thank you to everyone who contributed to the Trust funds:
- Many individual donors.
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- Lasham Gliding Society.
- the successful bidder at the auction for the BGA's 'Glider Pilot's Licence No. 1'.

Contact details
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Tel: 01276 27691

Thank you to:
- Lasham Gliding Society for donating the cross-country place.
- Surrey and Hants Gliding Club for the loan of one of their gliders on the above course.
- The BGA for the offer of a two-seater for the next year's 'competition experience' award.

Finally, many thanks to everyone for the time, ideas and, more than anything else, encouragement received from so many quarters.

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My Week at Lasham

by Matt Young

Before I started the course at Lasham I had only done one solo cross-country (50km to a field) and two flights as P2.

On Monday the weather did not look promising, but we had a task planned. Once the cloudbase lifted we flew a 110km triangle, in respectable time, under a grey sky. This gave me an idea of what was possible with a bit of planning.

Two days of local soaring followed, interspersed with useful lectures about the varios, thermal centring and most importantly, cloud-selection. This was the first time I'd had such a comprhensive briefing and I learned a lot.

Thursday was *the* day. It had been forecast to be good, but it improved beyond all expectations! We set a small triangle and I was on my own for the first time, ready to try all my new knowledge. By midday we were off!

It wasn't a fast run by any means, but we all got home (some faster than others, and others only just!). It brought home to me that cross-country flying is both easier and harder than I thought! I can be easy to get away from the site, but hard work to keep going.

I learned that as long as one sets oneself a sensible task there is no reason why respectable distances should not be possible. However, to succeed there is an awful lot more to consider than when just floating around near home. It is necessary to plan ahead by three or four potential climbs; if one of them doesn't work, you can push on to the next. There's no time to sit back and relax – at least, I didn't get a chance!

The award achieved its aim of encouraging me to go cross-country. This experience has given me the confidence I was lacking. Pocklington's Discus won't know what's hit it!



Photograph: White Plane Picture Co.

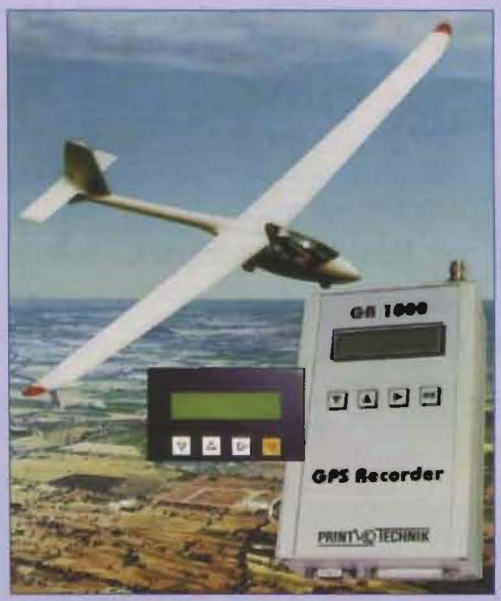
Matt Young photographed during his course.

I would like to thank Surrey & Hants GC for the use of 398 during the week, Graham McAndrew (CFI) for the two-seat flying and lectures, Patrick Naegeli for rescuing me from an ignominious land out, Neil Lawson for the photographs, every one else at Lasham for their hospitality. Finally thanks must go to Krystyna Lysakowski, Hugh Kindell and the other Trustees for the opportunity that they have given me.

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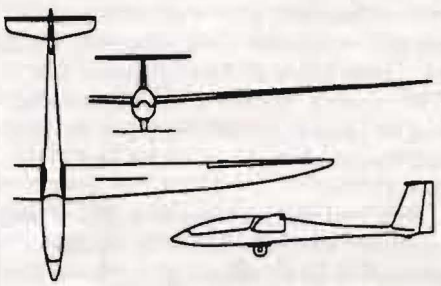
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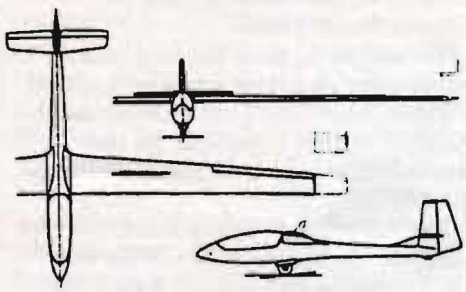
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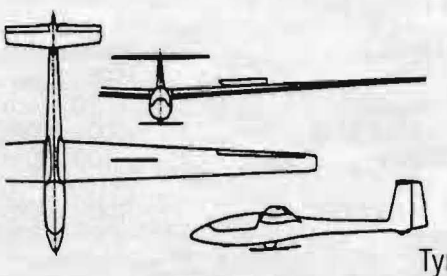


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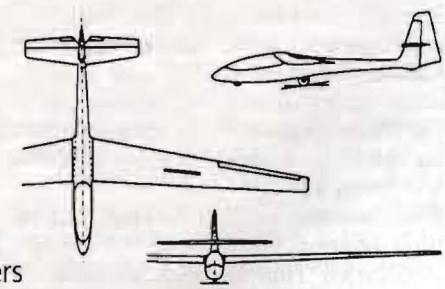
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Now Hear This!

by Dave Unwin

Aviate, navigate, communicate; humans have two ears and one mouth; an aeroplane flies because of theories postulated by Bernoulli, not Marconi; aviators should see and be seen, but not heard.

You know, I think that a whole generation of pilots have never heard these hoary old maxims, and the reason being that they were all too busy talking! Although the thermal soaring season is over for this year, it is never too late to learn how to use the radio – there are still lost of wave climbs to be made.

It was as early as 1840 that Michael Faraday demonstrated how a local magnetic field could be produced by an electric current. Guglielmo Marconi made his first radio transmission in 1897, and the breakthrough came in 1900.

Marconi was granted British patent No.7777, for *Improvements in Apparatus for Radio Telegraphy*. His improvements made it possible for several stations to operate on different wavelengths without interference; an improvement indeed.

The following year Marconi created a world-wide sensation when he received a signal, sent from Cornwall, across the Atlantic in Newfoundland. In 1909 he was awarded a well-earned Nobel Prize for Physics.

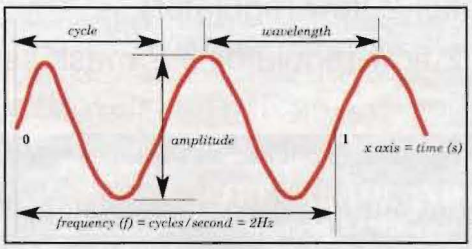
The following year sustained 'heavier-than-air' flight became a reality, and the two new technologies crossed; the first ever air-to-ground message was transmitted in Morse code. The first spoken message (radio telephone) was received in 1916, and developments continued apace.

Towards the end of the first world war radios were being carried in reconaisance aircraft. Radio rapidly became essential to aviation, and the job of Radio Operator only disappeared from the flight deck as recently as the thirty years ago.

Until recently, radio technology lagged behind aviation; but with the advent of systems such 'Time Division Multiple Access' radio technology is beginning to overtake. More on this later.

Exactly how do radio waves work?

Good question, I'm glad you asked me that. You probably know that the direction of flow of an alternating (AC) current is being continually inverted at regular intervals. If a graph is drawn which shows this alternating current against time it can be seen that a sine wave is produced that oscillates from zero to a maximum in one direction, passes back through zero to a maximum in the opposite direction and then returns to zero.



This is called a cycle, the distance between the wave crests is referred to as the wavelength while the difference in height between wave crests and troughs is known as the amplitude. The frequency of the wave is determined by the number of cycles occurring in one second (symbolised as f) while the time taken to complete one cycle is 1/f seconds. As Marconi's place in history was already assured it was decided that one cycle per second would be called a Hertz, after the nineteenth century German physicist Heinrich Hertz, who had conducted some of the earliest experiments in radio. If a matched antenna is supplied with an AC current oscillating at the correct frequency the energy is radiated outwards in an electromagnetic form. This is called a radio wave.

Aviation uses HF, VHF and UHF radio (see the table, below) for both navigation and communication purposes. Although HF has a much greater range than VHF, it is far more susceptible to static interference and, because of its long-range capabilities it does tend to suffer from congestion. VHF is almost totally free of static interference and provides much clearer communication. However, it has a much shorter range than HF and is also subject to the line-of-sight rule (VHF waves don't travel round corners).

Some Recent History

The first practical VHF sets fitted to aircraft were crystal-controlled limited-frequency valve sets; most WWII military aircraft had such radios. They provided four pre-set frequencies selected by buttons or studs. These radios consumed a lot of power; a 1950s 4-channel RAF set needed a generator-shaking 350W!

By the end of the sixties the state-of-the-art had improved considerably and most GA aircraft radios offered 360-channels from 118-136MHz. However, these radios were large, heavy, expensive and still used a considerable amount of power. In short, they were still completely unsuitable for gliding use. By the seventies a few gliders carried radios. They were relatively simple units offering no more than the two principal gliding frequencies of 130.1MHz and 130.4MHz.

The first transceivers (capable of both reception and transmission) small enough to be fitted to a glider were produced by Pye in the early 1950s. Unfortunately, fhese units were too delicate to really offer a realistic solution.

The Radio Spectrum

Frequency Range	Frequency	Wavelength
Very Low (VLF)	3 - 30kHz	100 - 10km
Low (LF)	30 - 300kHz	10 - 1km
Medium (MF)	300 - 3,0003kHz	1,000 - 100m
High (HF)	3 - 30MHz	100 - 10m
Very High (VHF)	30 - 300MHz	10m - 1m
Ultrahigh (UVF)	300 - 3,000MHz	100 - 10cm
Superhigh (SHF)	30GHz	1cm

1kHz = 1,000Hz, 1MHz = 1,000,000Hz, 1GHz = 1,000,000,000Hz
wavelength (m) = speed of sound (300,000,000m/sec.) ÷ frequency (Hz)

More practical American valve-radios began to appear on the gliding scene some ten years later. Generally, the most popular sets were surplus, obsolete models, from the public utilities. Radios, such as the ubiquitous Pye Cambridge or its more sophisticated cousin, the Reporter, soon found their way into the cockpits of British sailplanes. Having only the pre-set channels, it was not necessary for the pilot to hold a 'Restricted Radio Telephony Certificate of Competence' although the sets themselves (whether fitted in an aircraft or its retrieve car) still required type-approval from the CAA and an annual licence fee to be paid to the Home Office.

The invention of the transistor, and its greatly reduced power consumption, made glider radios a far more practical proposition. By the mid eighties many modern sailplanes were equipped with 720-channel radios. However, being parsimonious few glider pilots bothered with the paperwork and associated licence fees necessary for the extra channels. With the introduction of the ICOM hend-held transceiver, the transmitting potential of the average glider-pilot rocketed, unfortunately the his level of proficiency didn't. Inevitably,the increased level of technology brough more legislation and regulation.

Radio-telephony Training

While researching this article I discovered that none of the gliding text books offered more than a few paragraphs about correct radio use. There has never been any requirement for radio-telephony (R/T) training in the Bronze badge syllabus and frankly it shows (or rather, can be heard).

Several clubs have realised that, with the recent changes in airspace, some kind of formal R/T instruction is a good idea and are beginning to include it in their ground schools. The Bristol & Gloucester GC (Nympsfield) has begun a series of R/T lectures. Pilot Flight Training (Hinton in the Hedges) is offering a course dedicated to teaching the R/T syllabus to test-standard in two days. Instruction takes place all day Saturday and Sunday morning and the test is held on Sunday afternoon. The total cost for the course is about £90.

If you are the strong, silent type and elect to do without a radio altogether then that's fine. I suspect that your gliding requires no stratospheric flights or gigantic cross-countries and therefore you simply do not need a radio. Similarly, if you opt for the simple life and keep a pre-set 4-channel unit in your Swallow (or even your ASH-25) then the old rules will still apply and you will not need a licence. Indeed, crystal sets are not without their charm. I have flown a Capstan fitted with a valve radio that, on certain headings, receives snatches of classical music from what sounds suspiciously like a Swiss radio station!

Word/Phrase	Meaning
Acknowledgement	Let me know that you have received and understood the message.
Affirm	Yes.
Changing to...	I intend to call [unit] on [frequency].
Cleared	Authorised to proceed under the conditions spcified.
Confirm	Have I correctedly received the following...? or, did you correctly receive this message?
Correct	That is correct.
Correction	An error has been made in this transmission. The correct version is...
Disregard	Consider that transmission as not sent.
How do you read?	What is the readability of my transmission?
I say again	I repeat for clarity or emphasis.
Negative	No; Permission not granted; That is incorrect.
*Over**	My transmission is ended and I expect a response from you.
*Out**	This exchange of transmissions is ended and not reponse is expected.
Pass your message	Proceed with your message.
Roger	I have received all of your last transmission.
Say again	Repeat all, or the following part, of your transmission.
Speak slower	Reduce your rate of speech.
Standby	Wait, and I will call you.
Verify	Check and confirm.
Wilco	I understand your message and will comply with it.

*Over and Out are rarely used these days.

Rules & Regulations

Recently, the rules governing the conduct of gliders in class B and class D airspace have changed dramatically. Although the changes to Class B will are doubtless a hindrance I believe the greatest impact on glider pilots to be the revised rules for Class D.

To fly any distance cross-country will almost certainly entail crossing class D at some point. To do so you will need a 720-channel (preferably 760) radio and a restricted R/T licence. This is the same as a PPL R/T licence, the restricted part pertains to the equipment, not the operator. The minimum age to hold a Flight Radio Operators Licence (FROL) will be reduced to sixteen years to bring it in line with the minimum age to glide solo, and the licence will be valid for ten years. The radio itself will have to be licensed with the CAA and the current fee is £25 a year, although what you actually get for this is unclear.

Radio Use

Now that we've covered how a radio works and the various rules and regulations we will now address the correct way to actually use it. Rule 1: don't talk, *listen*. Quite often you will hear the information you need without asking for it. If you're on a cross country from Sutton Bank and wondering what it's like at Booker, why not listen to Heathrow's ATIS or London Volmet?

Right, you *do* need to talk, what are you going to say? Rule 2: STOP. Let's just double check that we're actually on the correct frequency shall we? For example, Brize Norton is on 119.00MHz while East Midlands uses 119.65. You might well cross both airifleds during the same flight, so make sure you're talking to the right one.

Even if you have been listening out just listen a little bit longer (Rule 3) before you talk so that you don't step all over somebody else's transmission.

Rule 4: wheher you have a 760-or 4-channel radio it is important to use the correct radio phraseology, phonetic alphabet and pronunciation (i.e. it's Papa not Peter and Sierra not Sugar). I have often heard a question on the radio answered with *Roger*. This is incorrect. *Roger* means 'I have received all of your last transmission' and that is all it means while contrary to established Hollywood practices *over and out* is completely nonsensical. *Over* means 'transmission ended, reply expected' while *Out* means 'transmission ended, no reply expected'. If you are going to use a radio then it is very important that it is used correctly. A contributory factor in the world's worst ever air disaster was bad R/T.

Making a call

So you need to make a call; perhaps you want to cross controlled airspace, or just call the launch point. Either way, it is important to call *correctly*. If you are hoping to enter airspace it is important to call in good time (about five minutes) to give the controlling agency time to accommodate you. You will not be popu-

lar if your first call is to announce that you are already in the their zone.

You've checked that you're on the correct frequency and nobody else is talking. What do you say? Initially, very little; simply the controlling agency's call sign followed by your own. Get the microphone quite close to and more importantly in front of your mouth. Key the mike, *pause*, and then speak clearly and concisely. Don't gabble. Too many pilots seem to think that the bigger the plane the more quickly one must speak or, perhaps, if you show how fast you can speak, the controller will think you are flying something fancy. These are fallacies. Chattering away at 120 words a minute will not convince anyone that your K23 is really a 747; you run the very real risk of your tirade being answered with an irritated "say again." If you want to show off your R/T skills, then show how *clearly* you can communicate, not how fast.

Don't 'er' and 'um'. I think it was Oscar Wilde who said that "to err is human, to umm unforgivable". Don't do it.

Contact

Once contact has been established, positively and succinctly state your position, altitude (on the QNH please) and intentions. It is important that you also include what class of sailplane you are flying. This should give the controller some idea of your aircraft's performance but should be restricted to either 15m-, standard- or open-class. For the purposes of transiting controlled airspace any glider with a glide angle of less than 1:50 should be considered as 15m/Standard. The controller will then assume a height loss of around 1,500' per ten miles with the glider flying at 50kt. Gliders with better performance than 1:50 should refer to themselves as open-class. The controller will have no interest in where you've come from but will be grateful if you could give him some idea of where you intend to leave his area. Assuming that you receive clearance to enter and cross the airspace, continue to listen on the controller's frequency. Call him again to say that you are leaving his area, and make sure that you have received an acknowledgement before changing frequencies.

That's all there is to it! The Director of Air Space Policy is on record as having said that a clearance to cross controlled airspace should be "straightforward" and should enable the flight to continue "virtually without interruption". Should you be refused a clearance for no good reason then you should contact National Air Traffic Services (NATS) with the details as quickly as possible. Although all ATC conversations are recorded the tapes are usually erased after two weeks if they are not required.

Class B

Unfortunately the rules have also changed for Class B airspace too, and while these changes are not quite as unworkable as they appear, there is one very important point that must be considered: the requirement to remove one's oxygen mask to check-in with the relevant controlling agency every thirty minutes, in my opinion, is potentially dangerous. Above 30,000' the time-of-useful consciousness drops to less than ninety seconds, therefore it is very important to keep all calls as *brief as possible*. In practice, if you are to be affected by Class B airspace, the club you fly from will have all the following salient facts.

Phonetic Alphabet

A	Alpha	N	November
B	Beta	O	Oscar
C	Charlie	P	Papa
D	Delta	Q	Quebec
E	Echo	R	Romeo
F	Foxtrot	S	Sierra
G	Golf	T	Tango
H	Hotel	U	Uniform
I	India	V	Victor
J	Juliet	W	Whisky
K	Kilo	X	X-ray
L	Lima	Y	Yankee
M	Mike	Z	Zulu

The new rules require you to call the (military) controller when well established in the climb and passing FL200. It is important to note that the carriage of GPS is mandatory and that the Wave Flying Area has to be activated by a telephone call before flying starts (if in doubt, talk to the Duty Instructor before launching to make sure that this has been done).

Having established contact, you inform the controller of your altitude and position before requesting a Flight Information Service. [what about receiveing clearance Dave?] In theory the controller should only call the sailplane on the hour and the half hour in order to confirm radio contact has been retained. The glider pilot should inform the controller when he has passed FL245 in the descent and ensure he has received an acknowledgement before changing frequencies.

What if it All Goes Quiet?

Question: If you've got the radio on, but everything's very quiet, what does that suggest to you? That suddenly everyone has read this magnificent article and is finally doing it right? I think not. It's far more likely that your transmitter has stuck *on* and you're driving everyone mad. A quick twiddle of the squelch knob can quickly confirm this. Incidentally, Pye now produce a self-cancelling microphone that automatically cuts off after thirty seconds if the PTT jams on. It automatically resets when the radio is in receive mode and there is a strong case for this type of device to be fitted in all airborne transceivers.

Relevant Calls

Apart from talking to ATC when else should you use your radio? For glider pilots there is a case for an occasional call regarding the soaring conditions or perhaps to check in with their retrieve crew. However, unless your club likes to hear something like "Soaring Field, XY3 downwind left hand landing West," what else do you really have to say? (Crew: do not call your pilot to ask where the car keys are. If you don't have a spare set, that's your problem!)

Obviously some soaring calls are relevant, although again a little bit of common sense is called for. Telling us all that you're passing through twelve thousand with six up, and that you're putting on your mask is probably valid, whereas we're probably not interested in your one and a half knots over the clubhouse at 1,300'. Sorry. Incidentally, if you feel that you do have a *relevant* call to make regarding the soaring conditions it will only be relevant to everyone who can hear you if you admit to *which* clubhouse you are over.

Radio Manners

The important thing is to keep all calls to a minimum. On a good day there might be 120 glider pilots flying in roughly the same area, and most of them on the same frquency. Your personal allocation of air time is 30 seconds per hour. It is rude, inconsiderate, and might cause someone, somewhere, some harm, if you hog the airwaves with your idle chit-chat. Remember, you're on the radio, not the telephone.

One more bit of advice: if you don't want to put your foot in your mouth, keep it shut. Glider pilots excitedly telling each other of a wave hot spot that should first check that they are not in the middle of an airway before broadcasting the fact.

We're Not the Worst of Them

So far I've given the gliding fraternity a roasting, but it's a pretty fair roasting. However, we're not the worst of them.

The glider pilot tends towards chatter of a standard so low that sometimes its inane banality takes my breath away. The baby airline pilot, on the other hand, has a different idea. When he selects flap 15, while preparing to take his Cessna 150 off a 5,000' runway that's directly into wind, you can just be certain that he's going to want to tell the world and his wife as soon as he gets up there.

If you find yourself anywhere near any kind of controlled airspace you can hear them pestering the controller and erroneously believing that they have radar separation. They might think that they are brightening the controller's day, they aren't. They might think that they are being provided with a radar service, they might be, but not necessarily; a Flight Information Service (FIS) does not provide separation for aircraft. My advice is to so stop talking and start looking!

I read an accident report last year where an inexperienced pilot's first action after engine failure was to call on the radio. I can think of at least four things I would do before I used the radio in such a situation! Perhaps because power pilots are introduced to the radio much earlier in their flight training they think that the ignition system is somehow connected to the magnetos?

A Radical Proposal

Now, here's a radical proposal: the next time you fly, if you really do need the radio *on* then why not try turning the volume down? I can assure you that your aircraft will continue to fly just as well without the noise, and you can enjoy the sunlit silence.

Frequncies

Ultimately I imagine that there there will be a rationalisation of frequency allocation, and digital technology will lead the way. TDMA and Mode S will revolutionise aeronautical radio by creating more frequencies than there are controllers and, ultimately, large commercial aircraft eill be given their own unique addresses.

For example, currently there are only 4096 transponder codes available but Mode S will provide more than sixteen million. As each aircraft will have its own unique identifier it will be possible to exchange considerably more comprehensive information, such as weather, ATIS and Flight Information Services via the datalink.

These messages will be displayed on a cockpit CRT although a small printer in the cockpit will also provide a hard copy. The advantages of datalink are obvious. Information can be transmitted extremely quickly and accurately and can automatically include vital information, such as the aircraft's identity and its height, speed and heading.

A system such as this will release dozens of frequencies, and also improve flight safety by totally removing any ambiguity in the message that could be caused by poor reception or even the controllers accent.

However, the eyes are much better at transferring information to the brain than the ears, as anyone who has ever done any instrument flying can testify. This system will also completely remove the necessity to ever say "say again" again, as the last message would be displayed until the next, and all would be recorded. Frantically copying a last-minute clearance will go the way of the Morse key. However, we must remember to keep looking out of the window too.

Obviously, pilots and controllers will still talk, Voice Type computer programmes, already widely available, would be used to convert each message before transmission. These new systems, which should become available within ten years and probably nearer five should free up a huge chunk of the VHF waveband for GA use.

I must admit that there are times, particularly when climbing up the side of a monster lenticular when the urge to share this beautiful experience with another pilot flying a dozen metres away is very strong. Hopefully one day soon there will be a lot more frequencies for gliding use, but right now there aren't, so *shut up!*

A Hoary Old Axiom

I feel that we must end as we began, with a hoary old axiom. This ancient chestnut is about the Eagle and the Parrot.

Renowned for its vocabulary, oratory prowess and linguistic skills the Parrot is a remarkable creature. Eloquent and erudite, with exquisite enunciation the Parrot well deserves its formidable reputation as an after dinner speaker, although it is not acclaimed for its aeronautical aptitude.

And the Eagle..? Well, have you ever heard one talk?



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Competition Enterprise

by Alastair Roberston

Competition Enterprise, held this year between 3rd - 11th July, is a British gliding contest with a difference.

Started in 1974, Enterprise was envisaged as an alternative to the normal National and Regional gliding contests. In Enterprise, every opportunity to fly for the maximum possible time is provided and points are gained for enterprising flying, not just for maximum speed around a race course.



A view of the northern end of the airfield at Feshiebridge as seen from the 2,450' summit of Creag Mhigeachaidh (the pronunciation varies, depending on who you ask!). So new was the hangar/clubhouse that it was only officially opened at the end of the competition.

In Competition Enterprise it is not necessary to fly one of the most expensive, state-of-the-art gliders to stand a chance of doing well. Some of the regular contestants have won with vintage wooden gliders!

Enterprise does not take place at a fixed site each year, but moves around the clubs. It has been traditional to visit North Hill (Devon & Somerset Gliding Club, where the competition started) every third year. In between times, it moves around Britain and has been flown twice in France.

This year the competition was hosted by Cairngorm Gliding Club, at Feshiebridge, on the Western edge of the cairngorm plateau. It was all made possible by the grant-aided construction of a new hangar and pilots' briefing room. Unfortunately, the number of visiting gliders competing at Feshiebridge had to be limited to twenty three because of the relatively restricted landing area that we have available to us.

Attendance at previous Enterprise competitions had made me all too aware that our regular cross-country club pilots were going to be shown a trick or two this year. What we might lack in experience was not going to prevent us having a good crack at winning. After all, local knowledge was on our side, and it was well known that flatlanders don't like soaring close to hills! Especially not the glaciated corries of the Cairngorm and Monadhliath mountains, where, on light wind days, it is necessary to tuck in tightly to the granite boulders which lie below towering frost-shattered cliffs of these giant amphitheatres. But I digress.

Deer, grazing on the young heather and blaeberries below, are often a good reference for checking drift as you tighten in to a small thermal core, constantly scanning to make sure nobody else has joined you and checking the ever-steepening corrie wall to make sure there is room for another turn. The adrenalin level is high, the emotions constantly changing from controlled fear to elation as you climb out of the rock cauldron. You are forever checking, and double checking, the location of that nearest field, albeit often miles away over great tracks of moorland and forest .

Scraping away in a remote mountain corrie is mountain flying at its best and, yes, given the right conditions the locals stood a good chance of beating the flatlanders – after all that's what competition is all about!

At one of the many pre-competition meetings, a well-meaning member suggested, in the interests of fairness we should tell all the visiting competition pilots where the fields were. Fairness! When was fairness ever a consideration for competition? Competitive advantage - that's the name of the game. Fairness, however, was eventually decided to be a good thing!

Tim Whittome flew all over the hilly bits of Scotland in his yellow Vagabond, photographing the previously identified green patches which were considered to be a better bet than the brown bits. Another member had already produced a book of outlanding fields for the Alps and it became obvious that we should use the same procedure for cross-country flying from Feshiebridge. It was rumoured that some of these old boys from down South had alpine flying experience which, if true, would make the contest interesting.

Results – Competition Enterprise

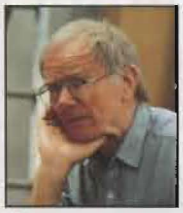
Pos.	Pilot(s)	Glider	H'cap	ID	Day 1 – 5/7 Pts	Day 1 – 5/7 km	Day 2 – 8/7 Pts	Day 2 – 8/7 km	Day 3 –9/7 Pts	Day 3 –9/7 km	Final Score
1	Nick Gaunt	LS7	105	A98	46	24	397	108	156	86	599
2	Mike Wood	ASW19B	102	H11	139	58	110	20	246	112	495
3	Alistair Robertson/Hugh Stevenson	ASW20L	111	600	130	58	106	39	205	114	441
4	Les Blows	LS3 - 17	109	ECP	24	13	190	50	202	110	416
5	Andy Anderson	Jantar Std	101	767	0	0	67	8	281	104	348
6	Jon Hart	Vega	107	ECJ	45	24	58	28	204	109	307
7	Peter Poole	Kestrel 20	114	182	32	18	184	50	0	0	216
8	Nick Norman/Andy Carter	Ventus	112	979	0	0	187	50	0	0	187
9	Robert & Teresa Tait	Astir 77	99	HSE	53	26	133	28	0	0	186
10	Alan Mossman/Various	ASH25	125	925	0	0	172	50	0	0	172
11	Chris Nicholas	Ka6E	90	CCV	29	13	118	20	0	0	147
12	Gerry Martin/Robbie Robertson	Ka6cr	84	475	38	16	70	8	24	10	132
13	Colin Stevens	Std. Libelle	99	862	53	26	67	8	0	0	120
14	Bryan Middleton	T34 Sky	76	G46	0	0	72	8	21	8	93
15	Angie Veitch	Astir CS77	99	770	26	13	67	8	0	0	93
16	Trevor Wilson	Puchacz	92	FYA	0	0	68	8	0	0	68
17	John Bisset	Discus	105	HXH	0	0	66	8	0	0	66
18	Tony Brown	DG202/17	110	Z10	29	16	30	10	0	0	59
19	Richard Arkle	DG300 Club	99	FNS	32	16	0	0	0	0	32
20	Ron Davidson	SB5b	90	EHC	0	0	28	18	0	0	28
21	Adrian Loening	Jantar Std.	101	215	0	0	9	8	0	0	9
22	EddieTerras/Achille Servranckx	L-Spatz	80	ZMC	0	0	0	0	0	0	0

Faces at Feshie Enterprise 1999



Photographs: Le Forbes

Comp. Director: Bill Longstaff.



Winner: Nick Gaunt.



Task-setter: Alan Mossman.



Met.-man: John Bisset.



Rallaye Pilot: Barry Meeks.



Supermunk Pilot: Al Greensmith.



Third Place: Alastair Robertson.



CFI: Trevor Wilson.



Second Place: Mike Wood.



Third Place: Hugh Stevenson.

The Contest Itself

Competitors who had not yet seen the vast expanses of pine forest surrounding the club got a chance do so on Day 1. Unfortunately, the weather was awful, and no was task set, but everyone competied their site-checks instead. The weather on Day 3, the first competition day, improved sufficiently to set a task. As is usual in Enterprise, pilots had a choice: out and return to Castle Island on loch Laggan (to the west), or Dalwhinnie (in the SW). Conditions were not good; rain showers were continuously passing through both tracks. The ridge beside the club, 2,450' Creag Mhigeachaidh, was working as were the squall fronts. It was a simple case of using a combination of and being in the right place and at the right time.

Mike Wood won the day after rounding Dalwhinnie at 1,200' – I'm sure I did mention to him that the nearest landable field was seven miles from Dalwhinnie but his relaxed demeanor on landing suggests he didn't appreciate the point.

Two days of non-aeronautical activities followed including a visit, this time by road, back to Dalwhinnie, for a tour around the highest distillery in Scotland. Some pilots had the first opportunity to inspect the previous day's turning-point.

By Day 6 we were flying again. This was the day that Nick Gaunt showed us how it's all done. A truly enterprising task set by the Director, Bill Longstaff, involved photographing as many of the twenty three Spey bridges as possible. The Spey is the longest river in Scotland!.

A good S/SW wind presided, sufficient to make the ridges work but thermals were nowhere to be found. A large percentage of the field opted for a few local bridges before returning to the site for their additional fifty bonus points. A few hardy souls pressed on to 'a bridge too far', and had the pleasure of meeting some of the friendly hill farmers. Some were in fields, some were home, but where was Nick Gaunt and his LS7?

The barbeque had been going for some time and the real ale was helping us to think of some unlikely possibilities as to Nick's whereabouts! All was revealed when he landed close on darkness, tired but visibly pleased with his day's flight.

He had only been able to work the ridges, later in the day, if he flew *very* close to the hillside – on one ridge he had to pull up to clear a climber's tent. Perseverance had paid off and he eventually got into wave which took him to 5,000', plenty height enough for the task. He flew west to the source of the Spey deep in the Monadhliath mountains, and back right downstream as far as Boat of Garten. It was a truly outstanding performance.

Day 7 saw more flying. This time we had the choice of four turning points with a possible total task length of over 400km. TP1 was in the south, at Kenmore at the east end of Loch Tay. TP2 was to the north-west at Fort William. TP 3 was further north to Drumnadrochit on the banks of Loch Ness in the Great Glen. TP4 was to the east at Ballindalloch Castle on the river Spey. The soaring conditions were not easy; the thermals were broken, short-lived and far apart!

The extra dilemma for pilots, having to decide which way to go first (north, south, east or west) was became apparent after fourteen of the field decided to go the wrong way, and landed back.

Five other pilots had taken careful note of the outlanding-field options and used their knowledge to good effect. Andy Anderson, the day's winner, not only found a better field, but arrived in it after a very fast flight down the lengths of Loch Laggan and to Loch Oich. Such was the speed of the flight, Andy found it hard to believe where he was and reported his position as being a considerable number of miles short of his actual location. Congratualtions muct go to the crew of 767 – I hadn't expected to see Andy eating so early that evening.

Nick Gaunt was the overall winner with Mike Wood coming second. Both pilots are from Sutton Bank!

Next year Enterprise is off to Chauvigny in France.



Scotland's ASH25, 925, flown by Alan Mosman soars over Glen Feshie on Day 2.

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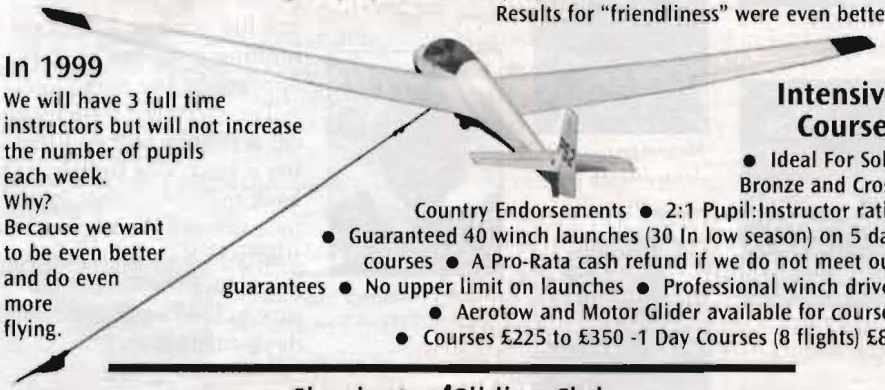
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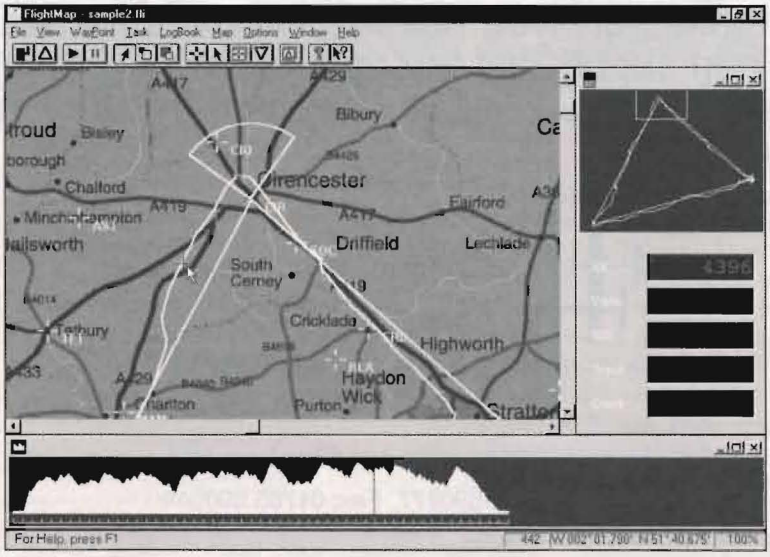
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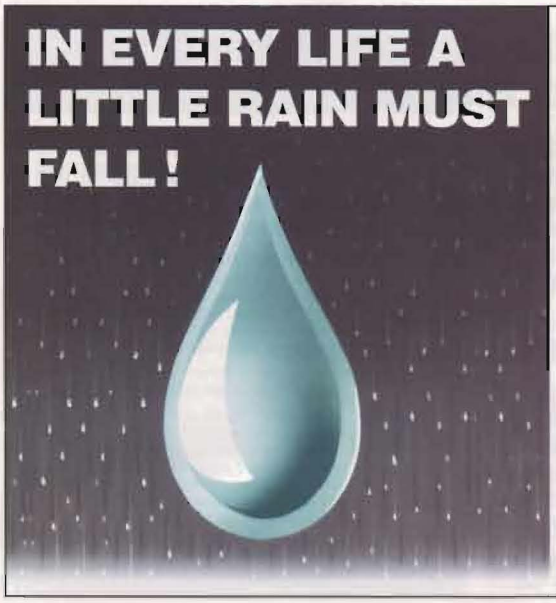
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Club News

Club News Deadline
15th October 1999

Change of Editor
Please send your *Club News* to the new Editor of *S&G*:

Helen Evans
6 Salop Close
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Swindon SN6 8EN

February/March Club News:
Monday 13th Dec

Bannerdown (RAF Keevil)

Ken Beaton and Chris Lear soloed and Stuart Renfrew re-soloed. 50km flights were confirmed for Ahmet Salahi (our visitor from Cyprus), Nick Hyde, Dave Walker and Julian Cooke. Rick Fretwell completed his Silver. In competitions, Richie Arnall and Jon Arnold were second at Romorantin, the French Military Championships. We have had a narrow win in the Inter-club league.
Derek Findlay

Bath, Wilts. & North Dorset (The Park)

During our recent cross-country week Simon Adlard brought the BGA Discus and Duo Discus and held a course.

On the best day eight pilots flew 300km which, in addition to other flights, brought the day's total distance flown to over 3,000km. Dave Penile flew 300km in his K6E, and Steve Wareham flew his Diamond Goal. On the final day Ian MacDougall, who has been with us since he was a 14-year-old bursary student, flew the club Astir to Lasham for his Silver distance. Later Mark Joyce, who has recently converted to gliding from hang-gliding, also flew 50km in his Astir.

Stuart North has taken over from Ron Lynch as CFI. There have been trips to France, Spain and Scotland.

Bidford

Our new Puchacz has arrived. Many thanks to Stratford Gliding Club for the loan on their K13 during our shortage of two seaters.

The third Turbo/self launching Competition was a great success. Ralph Jones (aided by Geoff Seaman) again walked off with the trophy. As the motorglider pilot can, more often than not, get back for tea, we had a very relaxed competition. Many thanks to all those who organised the event particularly Rod Jarble and Lynne Tart.

Congratulations go to Roger Sindon for his Bronze, and Matt Bladders for his Silver height. By the time this is in print we will have hosted the 1999 Junior Nationals, possibly the last of this fast-growing event to be held at this venue.
John Watson



Photograph: Lee Ingram

Stratford-on-Avon GC's expedition to the bottom of Camphill's ridge during their vintage week.

Booker (Wycombe Air Park)

Congratulations go to all our successful competition pilots. 23-year-old Booker member John Coutts, flying for New Zealand, came second in the World Championships standard-class. Other Booker pilots to do well included Al Kay and Justin Wills. Tim Scott, flying a rented glider in this in his first Worlds, came 14th in the Open class. Former chairman Bernie Morris won our regionals. Dave Watt and Wayne Aspland came 2nd and 3rd in the 18m Championship.
An update to our club information:
Tel: 01494-442501 & 529263.
Fax: 01494 438262.
E-mail: office@booker.nildram.co.uk
Internet: www.bookergliding.co.uk
Roger Neal

Borders (Milfield)

A superb week was had by our microlight colleagues from Popham who returned for a third year early in July. They were treated to good weather and a lot of soaring.

Ian Stephen and Ernie Mills have flown soloed. Bill Stephen has been made DCFI, to help share the workload with Robin Johnson, and Ian Simm.

Our wave season approaches, and there are still some spaces available for visitors. See our website for dates.
Bob Cassidy

Bristol & Glos (Nympsfield)

Juniors will be charged half the £100 entry fee for next year's Rolex Western Regionals, to be held from 5th-13th August. Telephone 01285 656713 to book.

We won back the Rockpolishers trophy from Aston Down in a nail-biting last-day decider at Usk. We hosted the regional Inter-club finals in August.

Instructor Sid Smith had a party to celebrate the 25th anniversary of his first (civilian) solo flight. Graham Morris has handed over to new winch masters Eric Smith and Mike Harris.

We were saddened to hear of the deaths of former chairman Denis Corrick, and Pat White, who was our competitions' secretary and Control organiser for many years.
Bernard Smyth

Buckminster (Saltby)

The club now has a very smart double-decker bus for use at the launch point. Any offers for an otherwise redundant single decker?

This year, at the time of writing, nine of our members have flown solo, thirteen have achieved Bronze legs, six have reached Silver heights and four have converted to the Astir. Twelve pilots have completed with 200km or 300km cross-country flights.

Our team competed in the Inter-club competition at Dunstable and completed the task. The Club will be going to the two-seat competition at Pocklington in August.
David Brinkworth

Club News

Burn (Burn)

Paul Newmark organised a reciprocal trip to Leeds Bradford ATC. This visit proved both friendly and interesting. There was no feeling of "them and us".

We have organised a static display and demonstrated aero-towing at the Breighton air-show. A visit from the Radio Communications Agency to inspect our RT equipment was a very friendly affair. We have had a demonstration of a Skylaunch winch recently. Also, we have had on loan a Super Dimona which, we hope, might replace our ageing Falke.

The August cross-country course was one of the best so far. Our winch courses are, again, proving very popular. Bob Boughan flew his Silver duration. Ian Stoddart, Colin Stoves, Brian Cooper and Daren Lodge have their Silvers.

Stan Kockanowski

Cambridge (Gransden Lodge)

Congratulations go to our Chief tug pilot, Sarah Harland on winning the Women's European standard-class (see p.16).

We now have a motor-glider for cross-country endorsement exercises.

We seem to be attracting a number of hang-glider pilots, one of the more recent of whom, Nigel Bray, has recently flown solo.

John Birch

Channel (Waldershare)

The Marie Curie Cancer Care Sponsored Gliding Challenge day went well, despite some heavy showers. The charity were delighted with the £2,000+ raised. We had fun during the evening Car Treasure Hunt, finishing with a buffet and drinks in the local hostelry. Congratulations to Steve Bristow who has flown solo.

Colin Harwood

Clevelands (RAF Dishforth)

Some of our regular club members have been detached as far afield as the Gulf, the Falklands and Northern Ireland. This, coupled with the poor weather, has meant few gliding achievements to report, but we do have news!

We are delighted to announce that Pete (Willy) Hackett has been awarded the MBE.

Our ongoing recruitment campaign has brought us some welcome new members.

Congratulations go to Paul Whitehead, placed second in the sports class at the Inter-Services regionals.

Take a look at our new website: www.dishforthairfield.freeserve.co.uk.

Polly Whitehead

Cornish (Perranporth)

Alan Kingsbury is now a half-cat instructor, and has completed his Silver badge with a height gain on the club's latest expedition to France. John Trick also completed his Silver with a flight from Tours Le Louroux to Chauvigny. We stopped flying during the eclipse because of the planned increase in powered activity at Perranporth.



Burn members Paul Newmark, Hedley Foreshaw, Bill Jepson and Derek Wilson) watch ATC controller Graham Bedford at work.

Our seven-day operation stops at the end of September, and we return to the winter pattern of weekends and Wednesdays. Visitors are still welcome.

Shaunne Shaw

Deeside (Aboyne)

We have regularly had good soaring mid-week and poor soaring at the weekend. This has been frustrating, but has resulted in a freshly painted clubhouse and a new fence in the car park!

Jack Stephen flew 600km in June. Steve Thompson got to 21,000' and Richard Arkle 24,000' in July.

We hosted the final leg of the Scottish Inter-club League. Our Team Captain, Roy Wilson (39), engineered a keenly fought contest which resulted in Deeside finishing joint 1st with Cairngorm.

The arrival of a privately-owned Robin means that we have four tugs on site.

James Davidson

Denbigh (Denbigh)

Our membership has now risen to 45, just over our break-even figure, and we can start breathing again. With our new-found confidence, we have added a K13 and K8 to the club fleet. John Watkinson and Robert Faulkner promptly proved the worth of the K8 by each soaring for half an hour in local thermals. The K13 is fitted with a hand operated rudder lever so that disabled people can fly it. We intend to take the K13 and the Falke to a flying day at Mona Airfield, on Anglesey, organised by the British Disabled Flying Club at the end of August.

Visitor groups from Walney, Cosford and East Sussex have re-acquainted themselves with flying over North Wales. Other pilots, with or without their own gliders, are most welcome.

J. E. Bradley

Devon & Somerset

Very hot anticyclonic conditions have limited the number of cross-country flights. However Oscar McMillan has completed his Silver badge with a trip to Keevil during which he also reached Silver height.

The number of names on the Club Ladder is increasing steadily and is currently topped by Dave Reilly.

Construction work on our new Lottery Sports Fund supported Hangar is about to start, and our thanks go to all involved, especially Don Jones.

The Computer Flight log, developed by Gordon Peters, is now operating well. Thanks must also go to John Bugbee for his decorating the clubhouse. Finally, congratulations to Sandy Harrup and Steve Westlake who have flown solo.

Simon Leeson

Dukeries (Gamston)

Jonathan Hill flew solo and within a short time climbed to 7,200' in the club's K8. Steve Simpson climbed to over 6,000', but forgot to take a barograph. Mick Burrows came within 30km of his Gold distance. Martin Vincent managed a flight of 5h 7m towards his silver badge and Craig Hobson managed 100km. A flight of merit was Trevor Ponds' silver distance to Burn on a day that was so poor he was the only person who managed to stay up. Trevor put it down to a combination of tremendous flying skill and the club K8?

Flying evenings continue to be popular and our thanks go out to the members who took a day off to fly the members of the "living at home scheme" all of which were the top side of 60.
Dave Hall

East Sussex (Rigmer)

The club was recently honoured to have Jack Wilkinson of Sport England present a Lottery Fund cheque for the addition of two K13s and K21 to our fleet. We were pleased to be joined by,amongst others, our local MP, Norman Baker, who had a flight and awarded certificates to our first two scholarship pilots, Lydia Sinclair and Kieran Delaney. Our lottery funded K21 has been named Cliff Kindell in honour of our former treasurer who died recently.

Adrian Lyth and Steve Jarvis are now instructors. Randall Williams has completed his Cross-country Diploma and reached Gold height. Vicky Wilson has two Bronze legs, and Chris Gent got a Bronze leg on his first 111 minute solo flight. Mike Millar and Alan Seal have flown solo.
Adrian Lyth

Fenland (RAF Marham)

Dave Wren and Tim Edmunds both flew to Silver height, Tim has also completed his Bronze.

Richard Bowen and Chrissy Thomson are much-needed new Basic instructors, with Chrissy being the first female instructor for ten years!

A phenomenon has been witnessed at Fenland, with our heavy pilots losing weight... this might have had something to do with weight limits and the LS8.
AJ Pagett

Kent (Challock)

We have had some very useful soaring days recently with Silver flights being made by John Turner and John Forward Simon Boyd has completed his Bronze.

On Sunday 19th July our new hangar was opened by local MP, Damian Green. We also have a new Junior and a Sky-launch winch. We are very grateful to Roger Coote for his help and advice in getting our Lottery grant.

The opening was followed by a barbecue, and the day was rounded off in fine fashion with free beer (yes, free!) when flying had finished.
Caroline Whitbread

Kestrel (RAF Odiham)

Congratulations to Ian Pattingale who defied gravity for over five hours to complete his Silver badge. Paul Cammish and Sophie Field have their first Bronze legs.

We have disposed of our spare tent hangar having decided that it is a luxury we can do without. We continue to polish our sister-club's base-plate at Upavon with several out and return flights.
Simon Boyden

Lasham

The Bishop of Basingstoke, the Rt Revd Geoffrey Rowell, won a flight at a church fete. He flew with John Gilbert, and soared to 2,500'. Three generations of the Simpson family have now flown at Lasham. John carried out early research into the sea-breeze, his son Colin is a Discus pilot, and grandson Ben has recently flown solo. Lasham pilots have flown to 11,500' in a convergence over Ontur during an expedition to Spain.
Tony Segal



New Basic Instructor, Richard Bowen, with his first student, Wendy Morgan, at Fenland GC.

Mendip (Halesland)

We were stunned and saddened by the sudden death of Roy Gallup, one of the founder members of the club.

The power of television advertising was clearly demonstrated after we flew HTV reporters and camera men for their weekly "What's On Around the Region" programme. A five minute slot was broadcast on the eve of our Open Day which proved our most successful for years. In spite of dismal weather we flew forty trial lessons. The chill wind drove many visitors into the clubhouse where much food, tea and coffee was consumed.

Woodspring Wings is arguably Britain's top model aircraft show and this year we exhibited a 'full size' Kestrel 19, which created a lot of interest and publicity for our club. Many of our visiting members were intrigued by the model aerotow display. After a realistic Super Cub & Pilatus scale-launch there was a further demonstration: the tug climbed vertically from take-off, 'hung on to the prop' in a hover with the glider dangling beneath it, before continuing on vertically upwards. Is this the shape of things to come?

Our two latest solo pilots are Doug Mills and David Parkes.
Keith Simmons

Obituary - Royston Gallop

It was with great sadness that we learned of Roy's sudden death on June 16th.

Roy started flying as an enthusiastic founder member in 1975, becoming an instructor in 1978. We lost Roy for a number of years when he took up motorgliding, but we were very pleased when he returned six years ago.

He became an hardworking supporter and instructor of the Thursday group; his relaxed and calm manner was a great encouragement to all that flew with him. He also took on the job of membership secretary a task that he tackled with his usual enthusiasm and professionalism. Roy will be greatly missed, and our thoughts go out to his wife Valerie.
Barry Hogarth

Midland (Long Mynd)

Apologies for saying that we had won Rockpolishers. Nympsfield eventually won and we came equal second with Usk. It was entirely the correspondent's fault for writing with his flap hand.

Chris Aldis did well in the 15m Nationals, finishing 8th. A team of six flew in the Northern Regionals. Rose Johnson won the Sport Class. Iain Evens came third and Dominic Haughton flew Gold distance. Congratulations to Mark Lathan and Harry Marson for flying solo.

At the time of writing we have a good entry list for our task week and are looking forward to it, against a backdrop of Mynd heather and plenty of lose sheep!
Roland Bailey

Club News

Needwood (Cross Hayes)

Cross Hayes is proving to be an excellent site for thermal flying. Our new site's first first-solo pilot is Phil Harvey. Everyone has been revelling in the marvellous Skylaunch winches.

The wildlife certainly seems to find Cross Hayes a green and pleasant site. We have ducks, frogs, hares, and moorhens. We have recently purchased a topper to keep the grass down, and planted 1,000 daffodils which should give a nice display next Spring.

We have five new cadets this year, and new aircraft arrivals include a K6, an Oly 463 and a Swallow.

Grant Williams

Newark & Notts (Winthorpe)

This has been one of the best seasons for some years. CFI, John Maddison organised three days of cross-country flying. On the first day all gliders were sent off down-wind, with no excuses allowed. The result was two Silver distances, and a 100km triangle. More cross-country miles were flown in three days than we had flown all year and, more importantly, a new cross-country ethos has been injected into our members.

Congratulations to Darren Broom and Geoff Homan for their 50km. Shirley Maddax flew her 100km. Chris Dring and Wally Fisher reached Silver height; Chris also got his two-hour duration. Lisa Caudwell has passed her Bronze. Dave Alvey and Mike Evans are Assistant and Full-cat instructors respectively.

Barry Patterson

North Wales (Llantisilio)

At last we have flown from the new site! We are still exploring this new area and have found it to be soarable in both thermic conditions and ridge-lift. We have yet to test the Snowdonia wave but this site has exciting prospects of winching.

The position of the site is N53° 02' 637, W03° 13' 262. A BGA turning point is on the roundabout on the A5104/A524, just half a mile NW of us. We operate on Wednesdays, and at weekends, but hope to do more.

We have a committee elected from the amalgamated clubs: Chairman Chris Bolton; VC Ken Fixter; Treasurer Dave Stephenson; Secretary Gill Pennant. We welcome Dave Holt who is CFI. For more information, please phone Chris Bolton on 07930 905088

Gill Pennant

Obituary

It is with deep sadness we report the death of Alistair Lynn-Macrae, the director of Caernarfon Airport, in a flying accident on 2nd August.It was with his permission that we were able to base the IS 30 at the airport allowing a few of us to continue gliding while we looked for a new site. Alistair was always helpful and enthusiastic about our flying there.

Gill Pennant



David Parkes after his first solo flight at Mendip Gliding Club.

Norfolk (Tibenham)

(From a tent on Crowland airfield!)

At the AGM in July Vic Long and Martin Aldridge joined the committee. Our webmaster, Mark Panton, has a new job in Germany, but will continue to maintain our site: www.ngcglide.freeserve.co.uk.

On the last day of Ray Hart's badge-hunting week he took a K21 and three course-members, in quick succession, on a 100km triangle round the club! Nick Kirby has flown solo. Graham Haywood and John Waterman have Bronze legs.

Bonnie Wade

Northumbria (Currock Hill)

Our expedition to Portmoak successful. Gary Richardson, Mark Stobo, and Tom Corrigan flew for five hours. Dave Rogers, Kevin Hewitt and George Mullen have flown solo. George Hall has a SLMGPPL.

We're trying hard to attract new members and have had gliders at both the Sunderland air-show and Newcastle Aero Club open day. The highlight of the latter was being allowed to aerotow our Puchacz home from the International Airport!

Martin Fellis

Oxford (RAF Weston)

Nick Brookes, Claudia Büngen, Matt Gage and Alan Lapworth have made their 50km flights, with Claudia completing her Silver badge with Iron Cross with oak-leaf cluster for her dogged determination. As for Silver heights – just about everybody got one whether they wanted one or not!

On 3rd July, nearly the longest day, we flew from dawn until dusk. 44 different pilots and nine different instructors managed 123 launches and three cable-breaks between 4.31am and 9.56pm, and kept it all up for 1,590 minutes.

We've acquired another Astir – a major step towards an all-glass fleet.

Peterborough & Spalding (Crowland)

Clubhouse refurbishments are now underway with thanks to Mick Burridge. Membership continues to expand with a good social scene. New solo pilots this year include Chris Beaumont, followed by his father Stuart, Bob Hedeaux, Paul Barnwell and John Frew, Nick Carter, Laurie Clarke, Sylvia Sharman and Paul Goulding.

Congratulations to Bryan Smith on completing his Silver with a duration flight. On the same day Peter Kettle reached Silver height with a gain of 7,086'. Our early-summer wave was found again with Roger Gretton and John Cross flying above cloud at over 8,000'. We hosted the Inter-club league for pilots and crews visiting from Tibbenham, Rattlesden ,Wormingford and Gransden, despite both days being washed out by rain we had a great time with a barbecue and live jazz band.

New tug pilot Al 'Big' Flintoft has taken over the controls of the 'Beagle Husky' and is looking forward to getting into the Pawnee. We have a club expedition planned to Aboyne in October.

Pete Goulding

Portsmouth Naval (Lee on Solent)

Steve Dry and Tim Clubb both flew for five hours. Brian Reid finally flew his 50km to complete a well deserved Silver. He is now a basic instructor. Cas Timlett flew solo a few days after her 16th birthday, and new member Jerry Lee (who came from hang-gliding) has flown solo and completed his Bronze. 1999 has been a good year for aerotowing. Chipmunk ZZ is back in service after a major engine rebuild. Up to the end of July our tug pilots had completed 1,500 aerotows, not counting four retrieves! The conversion of our Chipmunk VH is continuing and significant progress has been made this summer thanks to Tom Edwards.

Yvonne Watts

SGC (Portmoak)

We have a new DG505, which is being used for advanced training and cross-country flying. It complements our new ASW19, which has already made many cross-country flights.

Congratulations to George Ross on becoming an Assistant instructor, to Alastair Wilson for completing his Bronze, and to Ross McIntyre, Hamish Eagleton, David Nisbet for their first solo flights. David is the first solo pilot from the Walking on Air scheme for wheelchair-bound pilots.

Oliver and Roland Smith, identical twins, both flew solo on their sixteenth birthday. They are part of our highly successful Cadet scheme, which has produced five young solo pilots this year.

Neil Irving

Shenington (Shenington)

Alan Stimson, Mark Harwood, Geoff Keep, Paul Duffy and Tim Parker have all have flown solo. John Donovan, Pauline Reifenscheid & Jon Luisada have Bronze legs while Jane Jervis and Ian Worton have finished their Bronze badges. Pete Mann, Barry Ellis, Andre Stokes and Janet Mare have all completed their Silver badges with 50km flights. Ian Worton has also flown 50km. Jane Jervis reached Silver height, and Paul Barnes recently flew Silver height and duration.

Mary Meagher again organised a '4th of July' celebration; numbers were swollen by land-outs from the Midland Regionals! We currently have an expedition from Bowland Forest with us, and we're hoping that our joint task-week will be rewarded with good weather. Visitors are always welcome. You can keep up to date with our activities on: http://freespace.virgin.net/fisher.m/sgc/

Tess Whiting

The Soaring Centre (Husbands Bosworth)

Many congratulations to all those who did well in competitions this summer – Russell Cheetham, Paul Crabb, Steve Crabb, Mike Cuming, Mike Jordy, Frank Davies and Pete Harvey.

The Standard-class Nationals and the Midland Regionals were held at The Soaring Centre this year. Congratulations to Paul Crabb, Steve Crabb and Nick Hackett who came 1st, 2nd and 3rd respectively in Regionals.

Our task-week was successful with flying on five days. Well done to Bob Brown (1st), Lindsey Astle/Pat Piggot (2nd) and Claude Woodhouse (3rd) in the A class, and also Chris Rodwell/Les Crawford (1st), Norman James (2nd) and Sonya Hornby (3rd) in the B class.

Tim Tapley, Roger Castle-Smith and Stephen Hipkins have flown solo. Mark Sanders and David Bevan have completed their Bronze badges. Jim Hathaway, Simon Castleman, Ben Watkins, David Waugh, Richard Devey, Alex Buxton and Emma Johnson have all flown their 50km. Adam Gilmore did his five hours, and Dave Austen and Jim Hathaway have their Silver heights. Rolf Tietema and Suzanne Ziegler completed their Diamond goal flights.

Tom Burton and Ken Payne made it to Mablethorpe in the T21 for this year's seaside race. The two Capstans, piloted by Norman James/Gill Pennant and Jessica Pennant/Mike Till, made it to Skegness – but the pilots were arrested! Luckily they were soon free to return home with there required sticks as proof of their landing positions.

Siobhan Hindley



Southdown pilot Stuart Domoney retrieves his glider from a field near Liss.

Staffordshire (Seighford)

Vive le Jumelage! (jumelage is apparently French for twinning) Our local town Stafford is undergoing a twinning agreement with the city of Belfort on the ▸

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Alsace region of France. Alan Self, Graham Bowes, Brian Pearson, Simon Watson, Dom Bayne and Stuart Hall represented us on a visit to Belfort from 23rd-26th July at the invitation of the ABVV (Association Belfortaine de Vol à Voile), Belfort's gliding club.

Our members enjoyed some dual flights, and a barbecue was arranged at the clubhouse in their honour with the special guest, the Mayor of Belfort. Their stay was all too short and we look forward to receiving our friends from France at Seighford next summer.

Congratulations to Lee Featherstone and Ken Kirby for flying solo. Ms L Davies and Louise O'Grady have both completed their 50km flights and consequently their Silver badges. There is apparently no truth in the rumour that Louise forgot where she landed. She just wanted to have a drive around the country lanes on such a lovely evening.

Chris Jones and Chris Johnson completed their Cross-country Endorsements, Chris Johnson managing to squeeze in Silver height into his final two-hour qualifying flight. Mel Chapman completed his 50km and Jeff Heard, Derek Heaton and Don Craven flew 100km and 120km. Soren Ebser has completed his Bronze badge.

At the time of writing we are in readiness for the next big promotion campaign for our August Bank Holiday Open Days. Brian Pearson is leading another Static Display in Hanley Shopping Centre on Saturday 14th August and another group will be attending the Hewlett-Packard Families day in Cheadle Hulme near Manchester on the following Sunday.

Chris Jones

Stratford-on-Avon (Snitterfield)

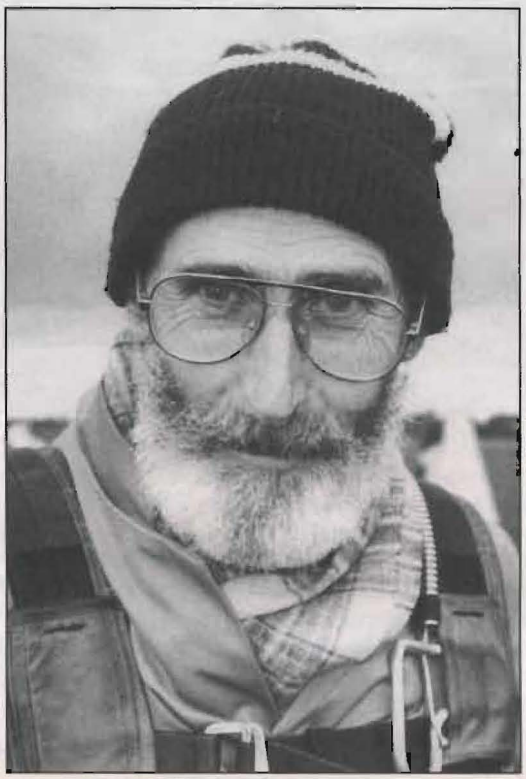
A group went to Sutton Bank in May and returned with worthwhile achievements. Steve Brown reached Gold height in the Libelle. He took a winch launch and used ridge-lift and wave to climb to 12,400'

Both Phil Collier and Bryn Floyd completed Silver duration in their Ka6CR on their first trip to a new site having formed the syndicate a few weeks earlier.

Mark Pedwell took his Oly 2B into wave in excess of 4,000' and several members had flights in the DG300 and DG500. A thank you is due to Dave Hayes and all at Yorkshire Gliding Club for their hospitality.

Our new Skylaunch winch arrived on schedule and is proving very popular. All winch drivers are being checked out by winch instructors Martin Greenwood, Barry Monslow and Geoff Butler. Chris Wooller is our new Winch Master having taken over from Pete Jones. We now have a brand new Lak on site, plus two Pirats. Diana and Phil King's LS8 is also due. Congratulations go to Phil Pain for a first solo, Dave Johnson for a five-hour flight, and Eric Lown for his Silver duration. Martyn Davies flew 500km from Snitterfield on June 9th in his ASW20 over eight hours.

Harry Williams



Patrick Gogan, of Trent Valley, who died recently.

Surrey Hills (Kenley)

Membership has increased significantly in response to a local advertising campaign. One new member, a local farmer, joined after one of our instructors landed in his field and invited him up for a trial lesson... another member abandoned the decoration of his sitting room after spotting one of our adverts whilst putting down old newspapers to protect his floor!

A recent club trip to Hus. Bos. was a great success. Silver distances for Ben Watkins and Peter Bolton, Silver heights for Mike Hensman and Peter Bolton, and Bronze legs for Liam Kiernan. Back home Ross Charlton flew a K8 to Kent Gliding Club – we look forward to their pilots reciprocating! Congratulations go to Colin Fretwell on flying solo and Peter Farr on completing his PPL.

Tricia Pearson

Trent Valley (Kirton Lindsey)

Our new Supercat winch has arrived. Full credit go to all those members who worked so hard to secure our grant.

Young Tom Mckinley, not to be confused with old Tom Mckinley the tuggie, has flown solo on his 16th birthday. Mike Newman has also flown solo. Simon Grant has finished his Bronze badge. Tim Harris has his first Bronze leg. Gordon Bowes flew his Silver distance and duration in one flight. We are impressed with the range of expensive 4x4 cable-retrieve vehicles appearing on airfields. We have bought a van for £150!

John Kitchen.

Obituary –Patrick Gogan

Sadly we report the death, at the age of 67, of Patrick Gogan. He was an active member for 21 years and was Chairman of the 'Aerotow Club' from its inception.

Patrick constantly enabled and encouraged others to enjoy themselves and achieve their ambitions. Such encouragement ranged from fun in the Pocklington two-seater comp., to introducing pilots to continental touring in his motorglider.

Patrick would be often seen behind the bar in some outrageous garb, or one of his smart waistcoats. It is typical that only ten days before his death, being unable to eat much himself, that he stood all the tug pilots and their partners a full dinner at the club. Patrick was also a regular skier, and loved the performing and visual arts. He started a charity to help artists.

It was a privilege to know him, and those who did could only benefit from his wise council and selfless dedicication.

Mike Jackson

Vectis (Bembridge)

The acquisition of the second two-seater has enabled club tuition to con-

tinue whilst trial lesson flights are in progress. Two open-days were held during the summer, and the weekends have seen a significant number of visitors – several returned for follow-up flights. Tim Buckley made a successful first solo flight at the end of July. Club members have now prepared their gliders for visits to Aboyne and Husbands Bosworth.

Peter Seago

Welland (Lyveden)

A number of club members had success during the August flying-week. Amongst these, Peter Heywood flew solo, and Kay Gordon re-soloed. Peter Pearson finished his Bronze badge before flying his 50km to Duxford. Phil Edgar has completed his Silver badge.

Several launches have been made behind a visiting microlight tug.

The friendly rivalry between Welland and Nene Valley Gliding Club continues, with a cross-country, skittles and pool competition. John Heath won the cross-country for Welland in his LS4. Nigel Perry flew the 110km task in a borrowed Skylark 3.

At Nene valley's BBQ, Gotchers were presented to Welland CFI Werner Leutfeld and to Nigel Perry, who had been persuaded, by a hoax log-sheet and convincing lies, to believe that Nene Valley had enjoyed a soaring day while Welland were rained out!

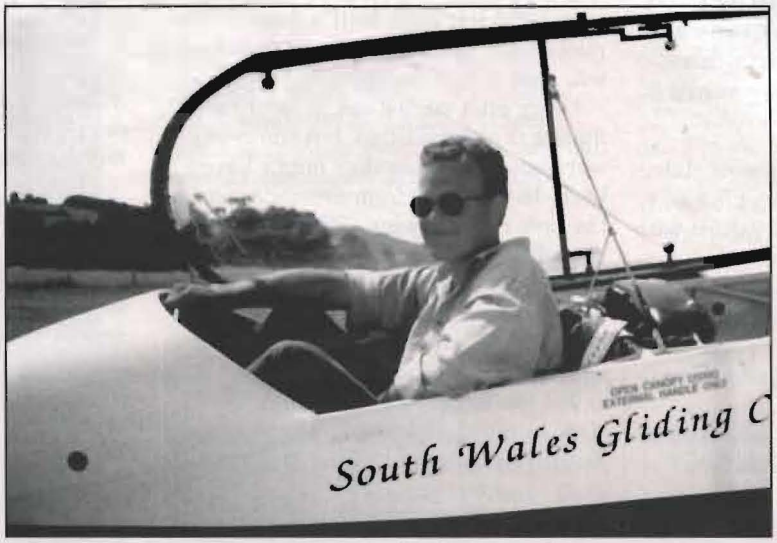
Roger Bailey, Chief Test Pilot at the Cranfield Institute, gave a fascinating account of space shuttle landing simulations. The two to one glide ratio of the shuttle giving inspiration to K7 cross-country pilots!

We have welcomed an influx of temporary members who have impressed with their willingness to help out. Even they could not match the enthusiasm of the Kettering ATC cadets who joined us for two days of flying.

Wolds (Pocklington)

A number of good cross-country flights have been made this summer including a 300km by Jon Smith. He spent most of the flight trying to swat a wasp which threatened to fly up his shorts. Preparations are well underway for our annual, international, and eagerly-anticipated, two-seater competition.

We took one of our K21s to a local country show which really generated interest, particularly when we arranged for our tug to fly in and tow it out. This has encouraged many people to come along for trial flights, some have been back since.



Joe Hadden Smith following his first solo-flight from Usk.

We organised an 11-16-year-olds flying day in August as part of the East Yorkshire County Council summer activity programme, and we have also produced our website on CD for people not on the Internet, This enterprise is actually cheaper than making glossy brochures.

A flying sub-group, made up of a cross-section of members has been established to develop the standard of flying in the club and encourage cross-country flying.

As a testament to this and our instructors' skills, Tom Mossop and Craig Pagram both flew solo on their sixteenth birthdays, whilst large groups of members entered in a number of competitions this year. Our CFI, Alan McWhirter, has recently gained his SLMGPPL.

An information package for early solo pilots to develop cross country skills is being written.

Phil 'undercarriage' Tiller is now 30 years old which resulted in a superb birthday bash in the clubhouse. Plans are now being considered for a complete rebuild – of the clubhouse not of Phil. We are also expecting a full programme of winter social activities; Nik Antcliffe has taken over as Social Secretary.

Ged McCann

York (Rufforth)

The club had the honour of a visit by the Lord Mayor of York, Peter Vaughan, and his predecessor, Derek Smallwood. They both flew.

This summer has been our busiest season ever, only made possible by the huge efforts of dedicated members, and the availability of our three tugs which have been in demand from other clubs too.

Our website, www.users.york.ac.uk/~mdc1/ygc.html, has proved very popular; two families from Norway made trips to York just in order to have a trial flights with us!

We are planning to buy a Junior to extend our single-seater fleet, so if you have one for sale please let us know.

Pete Ramsden has been appointed tugmaster. Congratulations go to Gilly Richardson-Trier and Paul Hepworth on becoming Half-cats. Well done to 18-year-old Andrew Dunn who won a place to fly P2 with a senior instructor at the Juniors at Bidford. Chris Sturdy has completed his Silver badge with a cross-country flight to Catterick.

Finally it is with sadness that I report the death of Bill Tyers, after a heart attack on 14th July at the age of 77. He was a regular Wednesday pilot, who leaves a widow, Joyce, daughter and two grandchildren.

Mike Cohler

Yorkshire (Sutton Bank)

Congratulations to the following people: Derek Holland, Diamond height; Peter Ticehurst, Silver height & duration; Alan Mayhew, Sliver height; and Robin Moore has flown solo.

The club has held a successful Regional competition. On the Friday of the thirty four flights of 300km or more were completed.

The club's task week has had over twenty entrants including visitors from North Hill. By the Thursday some 5000km had been flown. Gary Harvey and Robin Starrup completed their Sliver distance flights during the week.

Marian Stanley

Booker Regionals

by Robert Harris

With several Booker pilots away at the 15m Nationals, and others preparing for the World Championships, many of the twenty three entrants fancied their chances! They were not disappointed.

Thirteen pilots, flying ten types of glider made the daily prize-lists. The gliders ranged from Alan Smith's ASW 15B with a handicap of 100 to Dave Gaunt's Nimbus 2 (115). By sending competitors out on seven tasks competition Director, Gee Dale, maintained Booker's reputation for flying most of the alloted nine days; but, his job wasn't easy.

The weather was unpredictable and rarely as forecast. On Day Five, for example, Gee set a 300km triangle, to Pitsford and Marlborough, in superb looking conditions. Only Bernie Morris completed the task. Half a dozen other pilots 'only needed a few hundred feet'. It was that sort of competition!

Every pilot landed out at least twice during the competition, but the crews were not as busy as they might have been. In a change from previous years the new rule allowing GNSS (GPS logged) landouts meant that pilots could legitimately end their task without having to put down in a field. The unluckiest *real* landout was on Day Six. Guy Sutherland, who had won Day One, called the finish line. "Five minutes". "One minute". "*Landout!*" He had landed just fifty yards short of the line!

Booker pilot Dave Caunt was an unusual competitor in his Nimbus 2. Suspecting that the grid would rarely launch before midday, he arranged to have only afternoons off work. His downfall came on the 300km day when having started a couple of hours after everyone else, he had to land further away than everyone else. He subsequently won a first place and a second place to make up for it.

The Booker Regionals was one of the first UK competitions using the new Start Line and Turning Point proceedures. There were no problems with either of these innovations and all pilots felt they improved safety.

There was an intriguing battle, for overall first place, between Booker's current Chairman, Dave Byass, in his LS8 and his immediate predecessor, Bernie Morris, in an LS7. Dave might have won had he remembered to go around the Hambledon church control point on Day Two. It was ironic that Dave had previously suggested this control point to avoid the Wycombe Air Park power climb-out! Bernie's partner Geoff Warren flew their glider to 2nd place on Day One. Bernie flew the other six days, he won twice and was out of the first three only once so thoroughly deserved his win.

Results

Pos	Pilot	Glider	H'cap	ID	Points	Day 1 – 3/7 Sp(Dis)	Pos	Pts	Day 2 – 5/7 Sp(Dis)	Pos	Pts	Day 3 – 6/7 Sp(Dis)	Pos	Pts	Day 4 – 7/7 Sp(Dis)	Pos	Pts	Day 5 – 8/7 Sp(Dis)	Pos	Pts	Day 6 – 10/4 Sp(Dis)	Pos	Pts	Day 7 – 11/7 Sp(Dis)	Pos	Pts
1	Morris, B.	LS7	105	194	3664				(0.0)	15	0	64.6	3	687	59.6	6	778	61.3	1	1000	67.9	1	545	(160.7)	4	556
	Warren, J.					(49.5)	2	98																		
2	Byass, D.	LS8	106	161	3550	(4.7)	13	0	(84.1)	2	246	(162.7)	8	538	x67.9	2	849	(297.5)	4	932	62.4	3	525	(134.6)	7	460
3	Hilton, D.	LS7	105	944	3364	(0.0)	13	0	(80.2)	4	233	62.4	4	679	64.5	4	823	(296.6)	3	938	(55.2)	10	136	(160.6)	5	555
4	Kite, P.	Mos. B	107	380	3238	(42.8)	5	75	(76.1)	7	210	52.0	6	606	58.6	10	758	(286.0)	8	881	(46.7)	12	104	38.2	2	604
5	Forrest, B.	LS7	105	246	3227	(26.2)	8	31	(63.0)	3	244	70.2	2	710	73.8	1	909	(272.5)	12	850	(109.1)	8	335	(65.6)	16	148
6	Wadi, N.	LS4	104	EN	2988	(20.5)	10	16	(0.0)	15	0	74.4	1	729	62.4	5	809	(272.0)	10	857	(47.8)	11	113	(133.0)	6	484
7	Cinn, P.	LS8	112	P4	2838							(157.4)	12	487	58.9	11	720							46.9	6	456
	Perley, A.					(31.8)	6	40	(62.6)	10	145							(285.1)	15	835	(91.4)	11	245			
8	Sutherland, G.	ASW 19	102	971	2912	(53.8)	1	106	(77.3)	5	230	(72.2)	20	217	56.8	7	768	(261.6)	14	837	(129.5)	7	446	(118.9)	10	308
9	White, J.	Ventus A	108	V7	2821	(50.0)	4	93	(62.6)	11	107	(126.1)	17	397	66.7	3	826	(261.2)	19	784	(98.8)	9	278	(109.3)	9	336
10	Caunt, D.	Nimbus 2	115	918	2520	(0.0)	13	0	DNF	15	0	71.5	5	676	DNF	19	0	(236.1)	21	649	71.4	2	535	61.9	1	660
11	Heath, D.	DG 100	100	274	2371	(49.8)	2	98	(64.1)	8	178	(126.3)	14	437	55.2	9	763	(272.0)	7	895	(109.1)	18	0	DNF	18	0
12	Hughes, T.	LS6B	109	114	2326	(17.5)	12	4	(98.1)	1	290	(56.9)	21	144	60.4	8	765	(0.0)	22	0	62.4	4	519	56.5	2	604
13	Alison, G.	LS4	104	A9	2032	(29.9)	23	-61				(156.8)	10	511	(65.3)	13	190	(292.1)	5	931				(135.7)	8	432
	Lewicka, A.					(30.1)	14	26													(19.1)	17	3			
14	Bass, G.	Pik 20B	104	824	1758	(0.0)	13	0	(0.0)	15	0	(164.2)	7	556	(43.2)	18	99	(254.3)	18	792	(37.3)	14	79	(83.3)	12	232
15	Laylee, A.	ASW24	105	247	1689	(0.0)	13	0	(0.0)	15	0	(152.0)	11	507	(49.6)	16	125	(274.9)	9	859	(0.0)	18	0	(76.5)	14	198
16	Sinden, R.	Pegasus	103	118	1592	(29.2)	13	0				(128.1)	16	423				(262.1)	16	829				DNF	18	0
	Morre, J.					(60.8)	9	157							(62.7)	14	183				(17.4)	18	0			
17	Staff, D.	LS4	104	249	1575	(0.0)	13	0	(48.5)	12	103	(97.5)	18	295	(0.0)	19	0	(282.5)	6	896	(32.2)	15	60	(80.8)	13	221
18	Sheahan, M.	Std Cirrus	100	JFA	1511	(0.0)	13	0	(0.0)	15	0	(136.4)	13	479	(63.0)	16	125	(250.9)	17	813	(39.4)	13	94	DNF	18	0
19	Turner, J.	Discus B	105	316	1509	(0.0)	13	0				(130.5)	15	428				(272.0)	13	849				(67.5)	17	74
	Smith, R.					(0.0)	15	0							(57.5)	15	158				(0.0)	18	0			
20	Meagher, M.	Pegasus	103	987	1276							(86.9)	19	268	(0.0)	19	0				(28.8)	16	47			
	Betteley, A.					(28.2)	7	39	(0.0)	15	0							(271.9)	20	747				(70.5)	15	175
21	Bottomley, R.	Ventus B	112	714	1239	(28.2)	9	30	(92.1)	6	214	(71.4)	22	141	(0.0)	19	0	(290.8)	11	854	DNF	18	0	DNF	18	0
	Hurn, T.																									
22	Smith, A.	ASW 15B	100	FRK	1190	(0.0)	13	0	(0.0)	15	0	DNF	23	0	(78.2)	12	251	(283.3)	2	939	(0.0)	18	0	(0.0)	18	0
23	Parker, W.	ASW 20C	108	432	1066	(49.1)	11	11	(35.8)	13	45	(163.6)	9	530	(0.0)	19	0	DNF	22	0	53.9	5	480	(0.0)	18	0

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World-class Worlds

The World-class World Championships were held at Leszno, Poland, between 2nd to 18th July. All pilots flew the world-class glider, the PW5.

Results

Place	Name	Country	Points
1	Henry, Julien	France	6,114
2	Hoyeau, Frederic	France	5,882
3	Kawa, Sebastian	Poland	5,333
4	Silvanovitch, Alexander	Russia	5,316
5	Nieradka, Zbigniew	Poland	5,279
6	Zawirski, Dariusz	Poland	5,261
7	Huhmann, Sebastian	Germany	5,187
8	Sabeckis, Vytautas	Lithuania	4,982
9	Woetzel, Kathrin	Germany	4,759
10	Sheard, Peter	GB	4,665
11	Memmert, Diether	Germany	4,627
12	Pin, Francois	USA	4,377
13	Innes, David	GB	4,271
14	Sanders, Ronald	Australia	4,148
15	Repicky, Fernando	Argentina	4,031
16	Mattano, Aimar	Argentina	4,016
17	Tuckey, Patrick	USA	3,738
18	Gilbert, Thomas	Australia	3,542
19	Shinzato, Miguel	Argentina	3,440
20	Reid, David	New Zealand	3,208
21	Rosado, Jose	Portugal	3,110
22	Duarte, Claudio	Brazil	3,023
23	Volf, Zdenek	Brazil	3,006
24	Yeates, Charles	Canada	2,643
25	Herrman, Jorg	Portugal	1,680

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Cotswold Regionals

by David Roberts

The first good week of 1999 coincided with the arrival of thirty gliders at Aston Down.

Day 1 – Sunday 20th June

Tasksetter Paul Gentil set a flight of 208km. Everyone got home, but four pilots had a lesson about loggers, and batteries. Trevor Stuart won at 92.9kph.

Day 2 – Monday 21st June

A fall-back task, 182km to Bath racecourse - Sherborne - M4/A46. Only three pilots completed in the deteriorating conditions. Mike Jordy won at 66.7kph. Ollie Ward was 2nd, and Jessica Pennant 3rd.

Day 3 – Tuesday 22nd June

Eight finishers on a difficult day to Watford Gap and Enstone (197km). Dave Williams, flying without instruments, won at 61.9kph.

Day 4 – Wednesday 23rd June

There were inconsistent thermals around Wantage, Pewsey, and Sandhill Farm (151km). Seven pilots landed out, whilst Paul Shelton won at 83.7kph.

Day 5 – Thursday 24th June

Bruton - Taunton - Bruton - Westbury - Goring (335 km). First back was the ASH 25 (Ken Lloyd) at 75.5kph, but Simon Adlard (Discus) won the day on handicap at 73.7kph. Mike Jordy came 3rd.

Day 6 – Friday 25th June

Hus. Bos. - Calvert Rail Junction - Great Malvern (308km). Paul Shelton led the field at 74.7kph, followed by Ollie Ward and Brian Marsh. The evening barn dance and hog-roast in the new workshop was greatly enjoyed.

Day 7 – Saturday 26th June

Wave lift over the north of the airfield kept some pilots in range of the start whilst others struggled. The 157km task was Chipping Campden - Great Malvern - Broadway. An advancing thundery front provided an inpenetrable wall for those who got round the third TP. Mike Throssell (Discus) won the day.



Competitors at the 1999 Cotswold Regionals held at Aston Down.

Results

						Day 1 – 20/6			Day 2 – 21/6			Day 3 – 22/6			Day 4 – 23/6			Day 5 – 24/6			Day 6 – 25/6			Day 7 – 26/6		
Pos.	Pilot	Glider	ID	H'cap	Total	Sp(Dis)	Pos.	Pts	Sp(Dis)	Pos.	Pts	Sp(Dis)	Pos.	Pts	Sp(Dis)	Pos.	Pts	Sp(Dis)	Pos	Pts	Sp(Dis)	Pos	Pts	Sp(Dis)	Pos	Pts
1	M. Jordy	LS8	678	106	5500	68.4	15	698	86.7	1	794	53.2	5	851	62.2	2	826	72.5	3	891	65.3	12	837	(128.3)	2	501
2	P. Fritche	LS4	LS4	104	5253	80.1	6	902	(155.0)	8	591	52.0	6	850	62.6	16	624	72.5	2	987	94.0	12	837	(119.3)	9	452
3	B. Marsh	LS8	07	106	5128	85.6	4	947	(81.9)	24	111	51.4	7	840	60.0	3	804	74.5	4	990	72.0	3	952	(126.2)	6	482
4	L. Tanner	LS8	LI	108	4857	87.4	3	974	(185.8)	5	621	54.3	4	857	79.7	4	806	(158.1)	27	357	87.5	7	875	(109.1)	15	373
5	P. Shelton	LS8	01	108	4790	71.2	12	738	(155.0)	10	570	(145.8)	12	457	83.7	1	845	(272.9)	9	670	74.7	1	1000	(128.1)	3	500
6	O. Ward	Discus	183	105	4708	76.1	9	625	64.7	2	792	55.2	3	866	68.3	9	653	(222.3)	15	540	72.1	2	968	(38.3)	26	84
7	S. Housden	ASW 20	JFK	107	4569	86.5	5	943	(117.9)	13	350	57.3	2	872	61.9	11	595	(264.5)	11	645	83.9	17	800	(116.3)	17	364
8	J. Pennant	Nimbus 2B	145	115	4531	65.5	11	806	69.8	3	787	(88.5)	27	183	78.0	9	693	73.3	6	987	67.8	19	781	(105.5)	21	311
9	R. Payne	LS8	140	106	4467	87.6	2	977	(168.8)	4	638	(135.7)	19	410	59.1	14	572	(215.8)	18	518	70.3	4	824	(117.8)	10	430
10	N. Tillett	Discus	803	105	4289	77.7	7	849	(161.1)	6	616	(145.8)	11	461	57.3	18	558	(222.4)	14	541	83.8	15	823	(115.6)	12	421
11	K. Lloyd/D. Tucker	ASH 25E	F8T	125	4238	89.1	13	730	(114.2)	18	267	(182.5)	9	550	83.3	6	755	75.5	7	850	68.0	24	658	(116.3)	19	326
12	M. Throssell	Discus	R55	105	4234	69.2	14	723	(115.6)	14	344	(142.8)	17	447	(118.4)	25	285	67.3	5	889	68.3	9	886	(143.8)	1	800
13	I. Evans	LS8	EZ	106	4142	76.5	10	815	(155.0)	9	574	(146.0)	12	457	72.4	7	719	(215.7)	19	515	57.0	22	692	(116.3)	16	376
14	S. Adlard	Discus	18	105	3771	(149.1)	27	186	(81.5)	18	199	(144.4)	14	455	60.2	12	581	73.7	1	1000	69.0	5	914	(118.3)	11	426
15	R. Davidson	LS8 - 18	04	112	3760	74.1	16	897	(38.4)	28	32	46.2	8	793	81.1	5	767	(223.2)	20	503	71.3	8	868	(53.0)	25	100
16	T. Parker	Mosquito	564	107	3738	58.2	22	538	(163.8)	7	814	(135.4)	22	404	58.7	16	581	(218.2)	17	517	61.7	20	782	(105.0)	18	342
17	O. Williams	LS8 - 18	628	112	3648	(63.3)	28	55	(116.5)	16	332	81.8	1	882	63.9	13	587	(290.3)	10	868	67.2	17	800	(106.0)	20	328
18	N. Wall	Discus	230	105	3466	78.9	8	837	(33.7)	27	26	(151.3)	10	487	56.6	18	550	(164.9)	28	214	65.5	10	853	(127.3)	4	496
19	S. Dawson	ASW 24	W2	106	3286	51.3	25	458	(114.0)	15	335	(142.8)	17	447	58.0	15	668	(258.7)	12	848	64.0	14	825	(25.9)	27	15
20	T. Stuart	LS8C	621	109	3241	62.8	1	1000	(114.8)	17	322	(148.6)	14	455	58.1	20	543	(31.8)	30	26	70.7	6	893	(0.0)	28	0
21	Z. Marczynski	SZD 55-1	304	105	3092	63.5	21	638	(86.0)	21	183	(134.6)	20	409	(123.1)	27	178	(178.3)	24	419	62.8	16	808	(121.8)	7	460
22	L. Roberts	Pegasus	987	103	2991	84.1	18	676	(17.9)	28	0	(126.5)	23	360	(123.7)	23	307	(220.4)	13	547	53.6	23	663	(120.9)	13	418
23	A. & L. Wells	LS8	321	106	2885	52.3	24	462	(87.5)	20	185	(134.8)	21	408	(85.5)	28	195	(208.8)	21	498	65.5	11	840	(94.5)	22	279
24	A. Price	Discus	158	105	2517	66.5	17	682	(74.2)	23	146	(124.0)	25	360	(48.9)	29	87	(216.8)	16	525	(293.2)	29	320	(111.8)	14	395
25	T. Walker	ASW 20L	696	111	2512	70.5	19	661	(44.5)	25	55	(47.9)	29	67	53.7	22	461	(192.2)	22	426	61.8	21	724	(58.3)	24	118
26	C. Ashworth	LS3A	FEX	107	2400	(103.8)	28	95	(129.2)	11	418	(48.1)	30	86	53.4	21	475	(302.2)	8	728	53.4	25	620	(0.0)	29	0
27	Paul Shuttleworth	Hornet	759	100	2235	58.7	20	651	(0.0)	28	0	(111.5)	26	318	(117.4)	24	300	(172.6)	23	424	(268.2)	27	330	(68.7)	23	211
28	Mike Tomlinson	LS4	815	104	2197	51.7	23	476	(76.4)	22	162	(62.1)	28	121	(106.9)	28	82	(194.6)	26	367	44.5	26	491	(125.0)	5	488
29	Julian Hitchcock	LS7	778	105	1869	(0.0)	30	0	(118.5)	12	362	(124.8)	24	363	57.5	17	560	(30.6)	28	28	(112.8)	30	98	(121.2)	8	457
30	Larry Bleaken	Nimbus 3	628	129	1408	63.2	26	401	(0.0)	28	0	(170.5)	18	450	(0.0)	30	0	(228.2)	25	416	(167.2)	28	139	(0.0)	28	0

BGA Certificates

by Basil Fairston

All three Diamonds

No.	Pilot	Club	Date
565	Holdcroft, Desmond	Aquila	9/06

Diamond Goal

No.	Pilot	Club	Date
2-2673	Appleford, John	Wyvern	18/06
2-2674	Haywood, Derek	Lasham (in Spain)	10/06
2-2675	Thompson, Rob	Bristol & Glos	25/05
2-2676	Heslop, Dennis	Essex & Suffolk	18/06
2-2677	Wareham, Stephen	Bath & Wilts	18/06
2-2678	Brenton, Thomas	Essex & Suffolk	24/07
2-2679	Jarvis, Stephen	Bidford	9/06
2-2680	Anson, Bernard	Chilterns (in France)	22/06

Diamond distance

No.	Pilot	Club	Date
1-802	Holdcroft, Desmond	Aquila	9/06
1-803	Wells, Leigh	Shenington	1/06
1-804	Davies, Martin	Stratford	9/06

Diamond height

No.	Pilot	Club	Date
3-1482	Kindell, Hugh	Lasham (NZ)	30/01
3-1483	Scholey, Deborah	Lasham (Spain)	7/04
3-1484	Carnell, Jason	London	9/04
3-1485	Redman, Simon	Cambridge (NZ)	19/02
3-1486	Fiorentini, Chris	Cairngorm (USA)	17/02
3-1487	Huband, Jonathon	Vale of WH (USA)	24/03
3-1488	Brenton, Thomas	Essex & Suffolk	23/05
3-1489	Morrison, Phil	Deven & Somerset (in Spain)	14/04
3-1490	Burrow, John	D. & Somerset (in Spain)	13/04
3-1491	Winder, Paul	Lasham (in USA)	24/03
3-1492	Wales, Derek	Sackville (in France)	21/06
3-1493	Holland, Derek	Yorkshire	30/06

Gold badge

No.	Pilot	Club	Date
2094	Nunn, Christopher	Essex & Suffolk	7/04
2095	Rachham, Paul	London	21/06
2096	Brenton, Thomas	Essex & Suffolk	24/07
2097	Tomlinson, Mike	Black Mountains	25/06

Gold distance

Pilot	Club	Date
Appleford, John	Wyvern	18/06
Hayward, Derek	Lasham (in Spain)	10/06
Miller, Michael	Kent	25/05
Thompson, Rob	Bristol & Glos	25/05
Heslop, Dennis	Essex & Suffolk	18/06
Brenton, Thomas	Essex & Suffolk	24/07
Goss, Stephen	Kent	1/06
Jarvis, Stephen	Bidford	9/06
Tomlinson, Mike	Black Mountains	25/06

Gold height

Pilot	Club	Date
Davies, Trevor	Black Mountains (in NZ)	19/02
Morrison, Phil	D. & Somerset (in Spain)	14/04
Burrow, John	D. & Somerset (in Spain)	13/04
Nunn, Christopher	Essex & Suffolk	7/04
Fielding, Roger	Derby & Lancs	25/05
Winder, Paul	Lasham (in USA)	24/03
Wareham, Stephen	Bath & Wilts	18/06
Miller, Jack	Oxford	25/05
Rachham, Paul	London	21/06

Silver badge

No.	Pilot	Club	Date
10538	Huskie, Arthur	Bannerdown	30/08/98
10539	Adams, Roland	SGC	27/03
10540	Fleet, Harry	Lincolnshire	27/03
10541	Pearson, Nicholas	East Sussex	27/03
10542	McCann, Stacey	Wolds	7/04
10543	McCann, Gerald	Wolds	9/04
10544	Freeborn, Albert	Portsmouth Naval	11/04
10545	Harrison, Brian	Lasham	19/04
10546	Nunn, Robert	East Sussex	30/05
10547	Mazingham, David	Wolds	14/04
10548	Williams, Randall	East Sussex	11/04
10549	Hodge, Katherine	SGC	7/04
10550	Carnell, Jason	London	15/01
10551	Atkinson, Peter	London	5/01
10552	Eckton, Alan	Lasham	3/05
10553	Doubleday, John	Fenland	15/05
10554	Stanton, Chris	Vectis	31/01
10555	Maddocks,Dennis	Wrekin	3/05
10556	Ridger, Mark	Lincolnshire	15/05
10557	Seymour, Peter	Nene Valley	16/05
10558	Barsby, Robert	Soaring Centre	16/05
10559	Belcher, Peter	Cambridge	22/05
10560	Nash, David	Lasham	25/05
10561	Pattingale, Ian	Kestrel	25/05
10562	Major, Dennis	Wolds	25/05
10563	Pickering, Philip	Lincolnshire	15/05
10564	McKinley, Thomas	Trent Valley	3/05
10565	Bell, David	Burn	31/05
10566	Inglis, William	Bidford	25/06
10567	Bowes, Gordon	Trent Valley	9/06
10568	Dexter, Gerald	Welland	9/06
10569	Davies, Lara	Staffordshire	25/05
10570	Johnson, David	Stratford	9/06
10571	Watson, Nicholas	Bicester	13/06
10572	Mann, Peter	Shenington	18/06
10573	Ohl, Clifford	Bicester	16/06
10574	Makari, Mazen	Oxford	13/06
10575	Turner, Sally	Bidford	7/06
10576	Reid, Brian	Portmouth Naval	13/06
10577	Pond, Trevor	Dukeries	13/06
10578	Misselbrook, Richard	Anglia	1/06
10579	Clarke, James	Portsmouth Naval	22/05
10580	Ewence, James	Aquila	9/06
10581	Gallagher, Peter	Phoenix	3/06
10582	Earnshaw-Fretwell, R.	Bannerdown	20/06
10583	Crowson, David	Midland	25/06
10584	Bromley, David	Four Counties	29/06
10585	Craven, Donald	Staffordshire	30/06
10586	Cooper, Ailsa	Portsmouth	11/07
10587	Stoddart, Ian	Burn	24/06
10588	Ridger, Patricia	Lincolnshire	24/06
10589	Macmillan, Oscar	Devon & Somerset	14/06
10590	Thomas, Debbie	Cambridge	3/05
10591	Waddup, Tony	Yorkshire	29/12/98
10592	Bull, Merv	Lasham	8/07
10593	Lapworth, Alan	Oxford	10/07
10594	Bowles, Michael	Chilterns	11/07
10595	Heritage, Anthony	Chilterns	12/07
10596	Cooper, Brian	Burn	10/07
10597	Yarney, Robert	Lasham	18/06
10598	Trick, John	Cornish	8/07
10599	Kingsbury, Alan	Cornish	8/07
10600	Sparrow, Alan	Shalbourne	18/07
10601	Cheshire, Steven	Lasham	16/07
10602	Rogers, Mark	Anglia	6/07
10603	Mowsley, James	Bidford	18/07
10604	O'Grady, Louise	Staffordshire	11/07
10605	Corrigan, Thomas	Northumbria	23/07
10606	Cooper, Brian	Southdown	25/07
10607	Willgoss, Robin	Booker	24/07

UK Cross-country Diploma (Part 1)

No.	Name	Club	Date
521	Page, Helen	Rattlesden	15/5
522	Bowsfield	Cotswold	24/6
523	Kitchen John	Trent Valley	5/6
524	Morrow, John	Lasham	15/6
525	Knell, Mike	Bannerdown	13/6
526	Yarney, Robert	Lasham	18/6
527	Tiller, Phil	Pocklington	6/7

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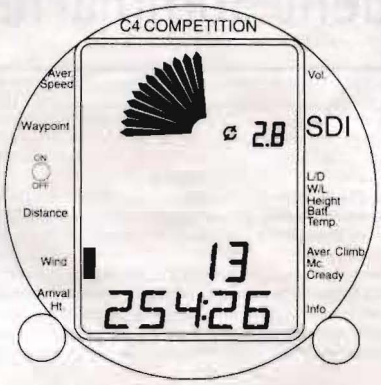
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Accident Summaries

by Dave Wright

Ref No.	Aircraft Type	BGA No.	Damage	Date Time	Place	Pilot(s) Age	Injury	P1-Hours
1	LS6	?	None	?/10/98 ?	Incident Report	32	None	400

As the glider became airborne on the aerotow one aileron became disconnected. the pilot selected full negative flap and the tow was continued to a safe height before returning for a safe landing. Full negative flap was used throughout to improve roll control authority.

2	Falke motorglider	G-BUIH	None	14/10/98 15:00	Sutton Bank	55	None	2298

The pilot was taxying the motorglider to the fuel pumps to refuel. Knowing the brakes were poor he cut the engine, intending to pull the aircraft closer. However, a slight down slope and a tailwind overpowered the brakes and in turning the aircraft away from the pumps it hit a parked car causing minor damage to the car.

3	PA25 Pawnee Tug	G-BCBJ	Minor	14/10/98 11:40	Aboyne	22	None	103

The tug had just landed and was turning crosswind ready to back-track for the next tow when it was probably hit by a gust of up to 25 knots. The tail lifted off the ground and the propeller struck the ground.

4	Cirrus	1475	Minor	11/10/98 16:45	Long Mynd	64	None	552

After a long wave flight the pilot checked the airfield was clear but, on the crosswind leg, he saw a glider being towed across his intended landing path. He adjusted this to land to the left and avoid it. Landing into sun he did not see until too late a fence that surrounded a re-seeded area. Turning, he landed heavily and groundlooped.

6	ASK13	1430	Minor	07/11/98 16:00	Tibenham	53 60	Minor None	41 47

The two solo pilots took a winch launch in the club two seater. P1, in the front seat, flew a normal circuit but misjudged the approach and found he was going to undershoot the runway. He decided to touchdown prior to the runway but, despite prompting from P2, allowed the speed to fall and the glider stalled in the flare with the brakes open.

8	ASK13	2554	Minor	11/10/98 16:25	Nympsfield	50 27	None None	143 0

P1 set the glider up for a landing in known turbulent conditions, briefing his student on the higher speed, 65 knots, needed. At about 300ft the glider's wing dropped and recovered only 50ft above trees. He decided to fly into the valley and field land, in heavy sink (plus he forgot to close the brakes) he just managed a hurried field arrival.

11	SZD Puchacz	?	None	?/01/99 ?	Incident Report	49 40	None None	741 67

After waiting for cloud to clear the instructor decided to aerotow to 3000ft through large cloud gaps. He noticed the gaps were closing so used the airbrakes to descend quickly. At cloudbase, which was now only 500ft he judged a glide to the airfield was marginal so landed safely in a field.

12	Falke motorglider	G-BPIR	Minor	16/01/99 11:45	Husbands Bosworth	60 49	None None	5000 1.5

After landing the motorglider was taxied off the landing area using the peri-track. As he followed it around a bend the pilot noticed a portable "no entry to runway" sign that had been placed there while he was airborne. He was unable to stop before the right wing hit the 3ft high sign. The usual 1ft sign had been lost and this was a temporary sign.

13	PA25 Pawnee tug	G-BSTH	Minor	29/12/98 11:19	Portmoak	41	None	3480

The tug had just touched down after returning from an aerotow when the left wing dropped and the wing tip touched the grass. The engine was shut down as a groundloop started preventing damage to the propeller. The LH gear leg had detached from the damper unit due to fatigue of the damper's lug. The unit had only replaced 200 hours before.

16	Pik20D	?	None ?	?/03/99	Incident Report	55	None	

The experienced pilot was making his first winch launch on type and was intending to try and soar. After a poor launch to 700ft he retracted the undercarriage and looked for lift. Finding none he turned into the circuit and landed, neglecting to lower the wheel. A short circuit and flap changes distracted him from his downwind checks.

18	Std Austria	?	None ?	?/04/99	Incident Report	?	None	

While thermalling his "V" tailed glider the pilot lost all "rudder" control as both pedals moved forward. Aileron and elevators worked normally so he picked a field and, with as little turning as possible, made a damage free landing. Examination showed the rudder cable connector was incorrectly assembled and it had only been held by split pins.

19	Astir CS77	?	None	?/01/99 ?	Incident Report	18	None	51

At 100ft on the aerotow the pilot noticed a tendency to roll left. This increased until by 1000ft half control was needed to stay level. He decided to pull off and return. As he released and turned left the glider rolled rapidly to 50 degrees and was difficult to recover. He did and landed safely. The left aileron gap sealing tape had lifted up.

20	ASW20L	?	None	?/04/99 ?	Incident Report	42	None	?

The pilot released from the aerotow at 50ft as the glider had climbed too high above the tug. With no pitch control the glider landed ahead in an overshoot field. The elevator had not been connected although the pilot had done "positive checks". He states it is possible for every thing to appear normal even with pressure applied to the surface.

21	Falke motorglider ?	G-AXEO	None	04/04/99	Milfield	?	None	?

As the motorglider's engine was started (prior to flight) the propeller, flange and flywheel fell off onto the ground. A woodruff key had sheared allowing the flange securing bolt to unscrew. The aircraft had just completed a 50 hour check and had an engine strip and rebuild after an accident last Summer.

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Ref No.	Aircraft Type	BGA No.	Damage	Date Time	Place	Pilot(s) Age	Injury	P1-Hours
22	Ask13	1442	Minor	14/03/99 14:25	Snitterfield	56 19	None None	573 0

The student ran through the pre take off checks, monitored by P1. At about 500ft the canopy opened and smashed against the wing. With P2 calmly flying the launch P1 was able to close the broken canopy before taking control and landing safely. It had been noted by others that the latch was very stiff. P2 had no problems-indicating it was unlocked.

25	ASW20L	2740	Minor	24/03/99 1330	Lleweni Park	59	Minor	110

Landing in wave soaring conditions the pilot experienced a severe down draught and the glider landed heavily. In this he received slight whiplash injuries .The glider's undercarriage doors were removed and the underside of the fuselage damaged.

26	Ka7	?	Write off ?	?/04/99	Incident Report		None	

The glider was being bought back to the hangar into the gusty wind. A strong gust pushed one wing into the ground despite the efforts of the wing tip holder and the glider rotated around it into the air. It dropped from about 10ft onto the tail and wing tip breaking the fuselage and damaging the tail and left outer wing.

27	Slingsby T31B	3272	Minor 14:24	01/05/99	Haddenham	?	None	?

The vintage glider was being winch launched on the correct (white) weak link. The launch started with what the pilot described as a "severe snatch" although witnesses did not feel it was excessive. At about 30ft into the ground there was aloud noise and the glider stopped. The hook and mounting frame had been torn out of the fuselage.

28	LS6	?	None	?/04/99 ?	Incident Report	38	None	389

After a five month lay off the pilot had a check flight then flew his glider. He had trouble levelling the wings during the ground run and, by the time he realised an aileron was not connected, there was no room to land ahead. He was able to land safely. He had encountered problems with one of the hotelier connections but thought he had fixed it.

29	ASK13	2984	Minor	09/05/99 ?	Lasham	39 ?	None None	202 0

On a trial lesson the pupil became unwell in turbulence so P1 brought the glider back to the airfield. While on the downwind leg a jet aircraft departed and so P1 decided to land short to avoid any wake turbulence. Distracted by the ill pupil and the jet, P1 undershot slightly and made a heavy landing at the edge of the perimeter track.

31	ASK21	?	Substantial	?/05/99 ?	Incident Report			

This glider had just landed about 150 metres across from another glider with winch cables lying between them some 30 metres away. The winch driver was given the signal to launch another glider and, assuming the launch point had checked there was enough room, started. The bowed cable came across and hit the glider and the crew narrowly escaped it.

32	Falke motorglider	G-BPIR	None	29/04/99 17:30	Husbands Bosworth	67	None	18

The pilot carried out pre-flight checks, but omitted a radio check. He taxied the motorglider to the launch point but could not get any response to a radio call for take-off clearance so was waved off. The aircraft did not accelerate (as the brakes were open), slowly bounced into the air and landed in a field. He did not hear a radio warning.

35	ASK21	R20	Minor	16/05/99 10:10	Keevil	65	None	208

The pilot was to fly the two seater solo. He secured the rear straps and shut the rear canopy, locking the left catch correctly but probably not fully engaging the right lock. Seated in the front he pushed up on the canopy which did not yield. However the rear canopy vibrated open in the launch and flew off. the glider was landed safely.

37	Discus	3994	Minor	25/05/99 15:40	Husbands Bosworth	39	None	1900

Whilst flying at 120 knots making a racing finish the glider hit a rook with the right wing tip. The pilot pulled up and landed safely. The wing tip leading edge was split and the top surface damaged.

38	DR400 Tug	G-ONGC	3rd Party	28/05/99 15:00	Tibenham	?	None	?

The tug returned to the airfield in gusty conditions. Possibly due to the turbulence caused by these conditions the aircraft may have been lower than ideal and the tow rope hit a car passing along a road adjacent to the airfield. This caused only minor damage to the car but shocked the occupants.

39	Open Cirrus	4540	Substantial	29/05/99 15:37	Falgunzeon	?	Serious	69

This downwind winch launch was to be this pilot's first flight on type. The glider was seen to pull up into a steep climb and then, at about 100ft, the right wing dropped as the glider entered a spin. It impacted the ground vertically and the pilot was seriously injured. The pilot had not flown for two months and had also just run a half marathon.

40	Ka7	2781	Minor	08/05/99 11:15	Rattlesden	59	None 3rd party	13 Minor

In gusty conditions the wingtip holder held the tip with two hands. As the winch launch accelerated rapidly the she caught a ring on one of the tip skid bolts or washers. She was swept off her feet and fell to the ground, pulling the wing down. She suffered bruised fingers, abrasions and hurt her back. The pilot released quickly but landed heavily.

41	Ka6E	1522	Minor	22/05/99 12:00	Bembridge	53	None	16

The pilot made a normal circuit and approach but, avoiding an area known for turbulence in the lee of a hangar, touched down then bounced back into the air. With the airbrakes still fully open the second landing was very heavy damaging the fuselage skin and both wing training edges.

42	Falke motorglider	G-AXEO	Minor	06/06/99 14:32	Milfield (near)	51 43	None None	530 0

During a motorglider field selection and landing training flight the engine stopped at 800ft during the approach to the selected field. The landing was normal but during the ground run the motor glider sank into the soft ground , damaging the propeller. The plugs were found to be heavily sooted up possibly causing a rich cut.

43	ASK21	4572	Substantial	11/06/99 12:27	Bicester RAFGSA	41	None	0

After a short course and a number of good check flights the pilot was sent solo. After a good aerotow, circuit and normal approach he started the flare and looked further up the field to judge the hold-off. He noticed a grass cutting tractor that he thought he might hit so tried to turn, causing a severe groundloop.

Ref No.	Aircraft Type	BGA No.	Damage	Date Time	Place	Pilot(s) Age	Injury	P1-Hours
44	Astir CS	2200	Minor	26/05/99 16:30	Portmoak	32	None	237

The start of the winch launch ground run was normal until just before becoming airborne when the right wing dropped onto the grass. The pilot immediately pulled off. The glider swung towards the low wing before the pilot gained directional control and coming to a halt. Curl over from nearby trees may have been a factor.

45	Ka8	?	Substantial	?/05/99 ?	Incident Report	?	None	-

The prime-mover was carefully started in the hangar but unfortunately a faulty gearbox resulted in it being stuck in gear. The hydraulic clutch had also lost oil. As the engine was started it overpowered the handbrake and the airless footbrakes and crushed the Ka8's wing tip.

46	Astir CS77	4622	Minor	22/05/99 14:29	Marham	36	None	91

During a winch launch into gusty conditions it is believed a small amount of right stick caused the wing to drop and contact the ground as the glider accelerated. Despite an early cable release the wind picked up the left wing as the glider spun around before landing glider sideways.

47	Blanik	2106	Minor	09/06/99 19:40	Strubby	49 ?	None None	352 0

On the final launch of a trial lesson evening the instructor launched to 700ft and flew a normal circuit to approach the runway at 50 knots in the calm conditions. His intention was to land short to reduce the retrieve distance. He closed the brakes but undershot and caught the tailplane in the standing crop.

48	Ask13	3656	Substantial	15/06/99 17:55	Talgarth	46	None	2.75

As the early solo pilot rejoined the circuit he saw another glider on the downwind leg so circled awaiting it to be cleared off the strip. When he landed a retrieve car had stopped next to the landed glider and, while trying to just miss it he hit it with the glider's wing. He could have landed in the long grass alongside the strip.

49	Skylark 2	733	Minor	13/06/99 ?	Lyveden	43	None	7

The low hours pilot, who was some what out of practice and unfamiliar with the glider type, took a winch launch and failed to notice the airbrakes come open. Believing there was a problem with the winch the pilot released and started a circuit. Crossing trees a hasty landing in a crop field resulted in a severe swing, badly shaking the pilot.

50	SF27A	3687	None	22/05/99 12:30	Denbigh	57	Minor	71

After hill soaring for an hour the pilot returned to the airfield. Despite an approach speed of 60 knots the glider suddenly stalled in from about 5-10 feet due to wind shear. The pilot badly jarred his back in the very heavy landing that followed.

51	Ask21	2871	Minor	25/06/99 16:00	Dunstable	59	None	33

The pilot took over a two seat glider, fixed the rear seat belts and removed the spare parachute to the launch point. He returned to the glider and strapped into the front seat. After carrying out normal checks the glider took an aerotow. At 100ft the rear canopy flew off. The pilot continued to 600ft then returned for a safe landing.

52	Ka7	2803	None	20/05/99 ?	Rivar Hill	? ?	None Minor	207 0

The launch was started in light rain. Heading away from the launch the rain became heavy so the instructor flew back and made a final approach at between 50 and 55 knots. With almost full brake the pilot found he lost elevator authority in the roundout and the glider stalled, landing heavily and bouncing. The was no damage but P2 was badly shaken.

53	LS7	3640	Minor	01/05/99 ?	Near Blairgowrie	45	None	353

As the pilot started out on a cross-country flight he noticed what he assumed was a noisy wing tape. Later in the flight, in which the glider's performance did not seem to have been as good as expected, he had to make a field landing. Turning finals he operated the undercarriage and proceeded to land with the wheel up. It had been down all flight.

54	Ask18	2150	Substantial	25/06/99 14:45	Booker (near)	45	None	31

The pilot had last flown solo in 1994 and then only once or twice a year (dual) since. He decided to restart gliding and was given a single, long instructional flight before being sent solo in a K13. The next day he was allowed to solo in a K18 after a type briefing. Finding sink, he had to make an out landing and landed downhill in long grass.

55	Open Cirrus	1543	Substantial	26/06/99 16:10	Eaglescott	62	None	271

While local soaring in very poor visibility the pilot, using a GPS, failed to locate the airfield. He mistakenly believed a partially cut grass field was the airfield and, because of misunderstood radio communications, landed in the long grass rather than the cut to "leave the airfield clear". The glider groundlooped causing substantial damage.

56	SZD Puchacz	3658	Minor	28/06/99 ?	Husbands Bosworth	56 57	None None	2048 0

The pupil used two-thirds airbrake to loose excessive height on finals and held the speed steady at 55 knots. Just before roundout height the nose was raised and the speed decayed. P1 took over too late to prevent a heavy landing.

57	SZD Junior	3541	Substantial	17/06/99 11:30	Portmoak	30	Minor	6

On his second attempt to soar the low hours pilot attempted to soar a nearby hill but encountered very strong sink. Realising he was too low for another pass he picked a field but the sink got a lot worse and the glider "was dragged down" until it hit the hill and spun around. The glider was substantially damaged and the tail was broken off.

58	KA8B	2142	Minor	05/05/99 16:07	Lee-on-Solent	55	None	10

After a normal touchdown, although possibly just a little fast, the glider ran for 10-15 yards before hitting a depression in the runway surface. This launch the glider back into the air. With full airbrake and full up-elevator the glider landed heavily, damaging the fuselage.

59	Chipmunk Tug	G-BDCC	Minor	03/06/99 14:00	Husbands Bosworth	22	None	900

A Puchacz glider was being aerotowed off wet grass. The glider pilot released when the speed did not increase as usual and the tug pilot decided to stop. Unfortunately, the wet grass combined with a slight downhill slope resulted in the aircraft hitting the boundary fence. The Lycoming engine's carb heat was found in the hot position.

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60 Discus BT Self-sust 4687 Substantial 25/06/99 Bellarena 68 Minor 1900
1730
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61 ASW27 4696 Minor 05/07/99 Dunstable 40 None 1400
1330
The pilot was making his second flight on type off an undulating take-off run. After two aborted launches where the wheel had run over the rope a third launch was attempted. At 30 knots the nose swung left and rapidly developed into a full groundloop before the pilot could release.

62 SZD Puchacz ? Minor ?/07/99 Incident Report 45 None 2500
? 36 None 0
P1 carefully inspected the glider after a firm crosswind landing but found no damage. When full rudder was used during the next flight he noticed a problem so aborted the launch. A positive check had failed to detect damage, possibly pre-existing the last flight, to the ply rudder hinge mounting plate. It was noted that this had not been painted.

63 LS6C 3895 Substantial 11/07/99 Weston on the Green 50 None 280
1300
At the start of the take-off run the glider's right wing dropped and caught in the grass. The pilot attempted to pick the wing up but was unsuccessful and by the time he released the glider had lifted to a height of about 10ft. He lowered the nose but was unable to stop the glider landing nose first, swinging around and breaking the fuselage.

64 ASH 25 ? Minor ?/07/99 Incident Report 56 None 2048
?
While towing the ASH25 on a rigid tow bar to the launch point the owner took care not to hit parked gliders with the left wing. Unfortunately he failed to notice that the right wing was overhanging the airfield fence and this struck a tree damaging the aileron.

65 Discus CS 501 Substantial 13/06/99 RAFGSA Bruggen 32 Serious 130
1206
As the glider was winch launched the strop and rings caught in the wheel. A warning was radioed to the pilot but the winch driver could not be informed. The pilot circled over the winch and the winch driver realised the problem and cut the cable. During the landing the grass drag on the cable pulled the glider down to a very heavy landing.

66 Discus BT Self-sust 3691 Substantial 14/07/99 Portmoak 47 None 134
1405
The glider was being winch launched when, some 20 metres into the ground run, the right wing tip dropped onto the ground. The glider became airborne and turned before the pilot realised what was happening and could release the cable. It cart-wheeled and almost rolled onto its back before coming to rest. The pilot was shocked but otherwise OK.

68 Astir 2241 Minor 11/07/99 Toddington 38 None 139
1600
The pilot was on a cross country flight when he had to make a field landing. His chosen field was apparently patchy, set aside with no tracks visible. He made a steep approach to cross the high hedge then became aware that the left wing was close to the top of patchy crop. The wing caught and spun the glider into a sideways landing.

69 LS4 2814 Minor 11/07/99 Husbands Bosworth 63 None 2206
1541
While on the final glide the pilot encountered heavy sink. Despite initially being high and expecting to fly through it he found himself getting low over an area of cropped fields. He chose then only option, a smooth grass field with an uphill slope. He landed heavily with a strong tailwind then rolled backwards into a fence.

70 ASH 25 3323 Substantial 23/07/99 Challock 48 None 7000
1345 48 None 2500
The visiting glider and tug combination had landed at this site prior to flying abroad. Heavily loaded and launching with a slight tailwind the tug pilot found he could not climb so released the glider. With only a short distance to run to the trees the glider pilot tried to turn, caught a wing tip and crashed tail first, breaking the fuselage.

71 Mosquito & Tug ? None ?/07/99 Incident Report 46 None 63
?
During an aerotow the glider pilot allowed the glider to get too high and this lifted the tail of the tug making the tug pilot release the tow to recover. The glider pilot was new on glass and on type and not particularly in practice.

72 Astir 2504 Substantial 13/06/99 Halesland 43 None 41
1405
This was the pilot's second flight on type. After waiting for ideal conditions the glider was winch launched into a light wind. The right wing dropped onto the ground just as the glider lifted off. Although the release was pulled the glider swung around and landed very heavily causing substantial damage.

73 Std Cirrus 4459 Minor 22/07/99 Near Cheltenham 63 None 800
1600
During a competition cross country flight the pilot had to make a field landing. During the landing the glider overran the field into a hedge which damaged the canopy.

74 Pik20E motorglider G-SOAR Minor 11/07/99 Near Chalgrove 33 None 591
1518
As the motorglider became low the pilot flew towards Chalgrove airfield then, in the circuit started the engine. After climbing about 1000ft there was a large bang as the propeller flew off. The engine was stopped then retracted and the pilot made asafe landing at the airfield.

75 Twin Acro 3076 Substantial 11/07/99 Turkdean, Glos 51 None 1471
1700 27 Minor 61
While on a cross country training flight conditions deteriorated and a field landing became necessary. With mainly crop fields around P1 chose a small hay field. Unfortunately during the final turn it became apparent that there was no head wind but a strong crosswind. The glider could not be stopped and so was groundlooped to hit a wall sideways.

76 Kestrel 1685 Substantial 23/07/99 Wantage 43 None 596
1400
While on a cross country flight the pilot could find no lift so returned to an area he thought might work. However it did not and there were few suitable landing areas. He chose an empty school playing field. On finals he saw it was too small but had to land. The glider hit a bank which launched it over a fence and into a wooden shed.

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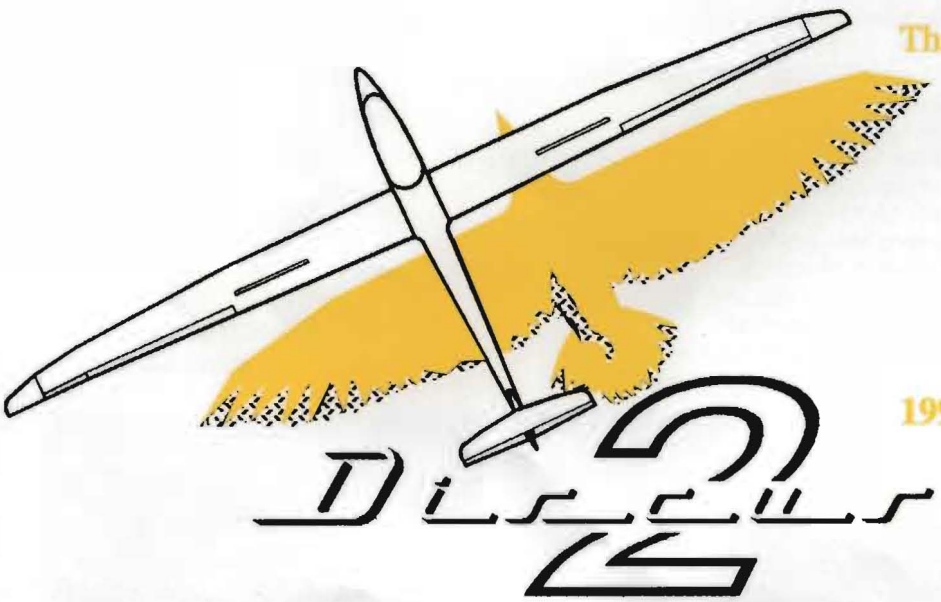
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